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AUSTRALIA'S CAR MAGAZINE

MAR 2019

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NEW-LOOK MAZDA BT-50 HAS ARRIVED

Many utes are built tough, but tough is not enough. New-Look Mazda BT-50 is built to be the complete package and the bold new front end design is just the beginning. It's also built smart with Apple CarPlay® and Android Auto® now included. It's built safe with reverse camera standard across the range. Plus, being a Mazda, it's built to the highest quality. When you put it all together you'll know it's built like a BT-50. Take a look at the range now and discover yet another way imagination drives us.

mazda

Fast front.
Fast back.

Which i30 N is right for you?

Hyundai's high performance beast is now available in a fastback body style.

With a 2.0-litre turbocharged twin cylinder engine producing 202kW and 353Nm, incredible performance and 1,944 possible drive modes, choosing an i30 N is easy.

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hyundai.com.au/i30N

ALL-NEW FOCUS ST-LINE

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ST-Line hatch and wagon shown with optional Design pack and Panorama Roof. Performance data measured using 95 RON fuel.

Go Further
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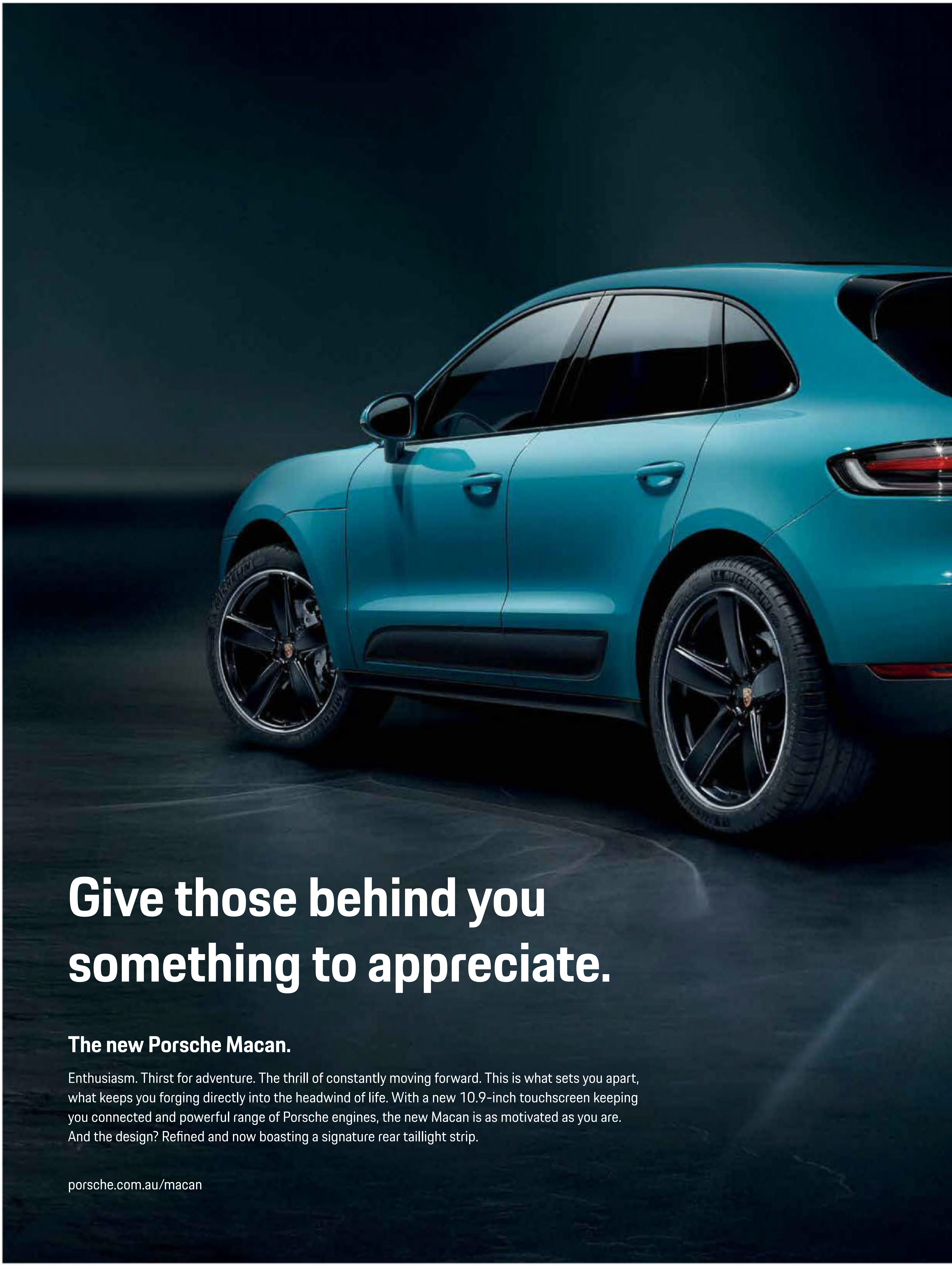

Give those behind you something to appreciate.

The new Porsche Macan.

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porsche.com.au/macan

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"THE 12 HOUR DELIVERED A TIMELY REMINDER OF WHAT MAKES MOTORSPORT SO SPECIAL, WHICH, IF YOU BOIL IT DOWN, IS REMARKABLY SIMPLE"

I'LL BEGIN WITH the good news. It no longer looks like the end of the Elephant Man's nose. While there's no rule that dictates a racing car has to be beautiful (Nissan GT-R LM, or Tyrrell six-wheeler anyone?), there is an expectation that it will at least be striking. Sadly, Ford's heavily hyped Mustang Supercar missed on both counts. Awkward, hump-backed and with a bulging glasshouse that protruded from bodywork that was too narrow and too tall, the first prototype looked like an unfortunate mash-up of a Mustang and the old FG X Falcon. Which, of course, is exactly what it was.

The fixed hard points dictated by Supercars' control chassis meant that any hopes of retaining the production Mustang's muscular stance, swooping roofline, and narrow glasshouse were doomed from the outset.

Mercifully, progress has been made and the Shell liveried DJR Penske Mustang that features on p86 appears to be a visual improvement. Bruce Newton's exclusive deep dive into the Mustang's compressed development is a cracker, yet even as we gear up for the start of a new racing season (our Formula 1 preview is on p18), neither Supercars nor F1 can lay claim to the biggest story in motorsport right now.

That honour goes to the Bathurst 12 Hour. From humble beginnings less than a decade ago (in its current guise), the 12 Hour is now jostling for the title of this country's best motor race. And yes, that includes the one held in October every year.

Bursting with exotic and genuinely desirable cars, the 12 Hour doesn't only attract the world's best GT drivers and lucrative factory support from the likes of Porsche, Bentley, AMG and Audi, it deftly sidesteps the issues plaguing much of the motorsport world: namely a lack of relevance, uncompetitive racing and a shortage of overtaking.

In fact, depending on who you ask, you'd be forgiven for thinking traditional motorsport is facing something of a crisis. Compounding the aforementioned issues are a perceived increase in fan disillusionment and the radical rise of 'disruptor' categories like Formula E and Roborace, the latter being a category that hopes to ditch the driver all together.

Formula 1 isn't helping matters. Tune into a telecast and much of the preamble is dedicated to worried-looking policy makers grappling with the seemingly unsolvable problems of soaring costs and dull racing. It only fuels the subtext that the pinnacle of motorsport is broken.

The problems extend closer to home too. Despite last year's addition of the ZB Commodore, and this year's arrival of the Mustang (which also brings solid support from Ford Motorsport), Australia's top-flight category still has a relevance problem.

You can't say the same of the 12 Hour. From BMWs to Bentleys, it's the spread of widely different cars, and wildly different levels of performance, that make the racing so intriguing. Case in point was the final hour of this year's race which was an all-out brawl between five different manufacturers with varying cylinder counts and powertrain layouts, and all piloted by five of the most exciting drivers in global motorsport right now. All up, the 12 Hour recorded 30 different lead changes. You'd be lucky to get that in a season of Formula 1.

And then there's the spectacle itself. Standing at the edge of the circuit as 40 sets of headlights scythe through the pre-dawn gloom at the race start is an event that trumps anything the Bathurst 1000 can muster.

Have I mentioned the drivers? Such was the brutality and intensity of the race that even seasoned pros like Supercars champion Shane van Gisbergen couldn't stand at the chequered flag; instead he lay slumped, broken, on the bitumen.

It delivered a timely reminder of what makes motorsport so special, which, if you boil it down, is remarkably simple. It's about watching extraordinary people doing astonishing things in remarkable cars. Here's hoping that other categories were paying attention.

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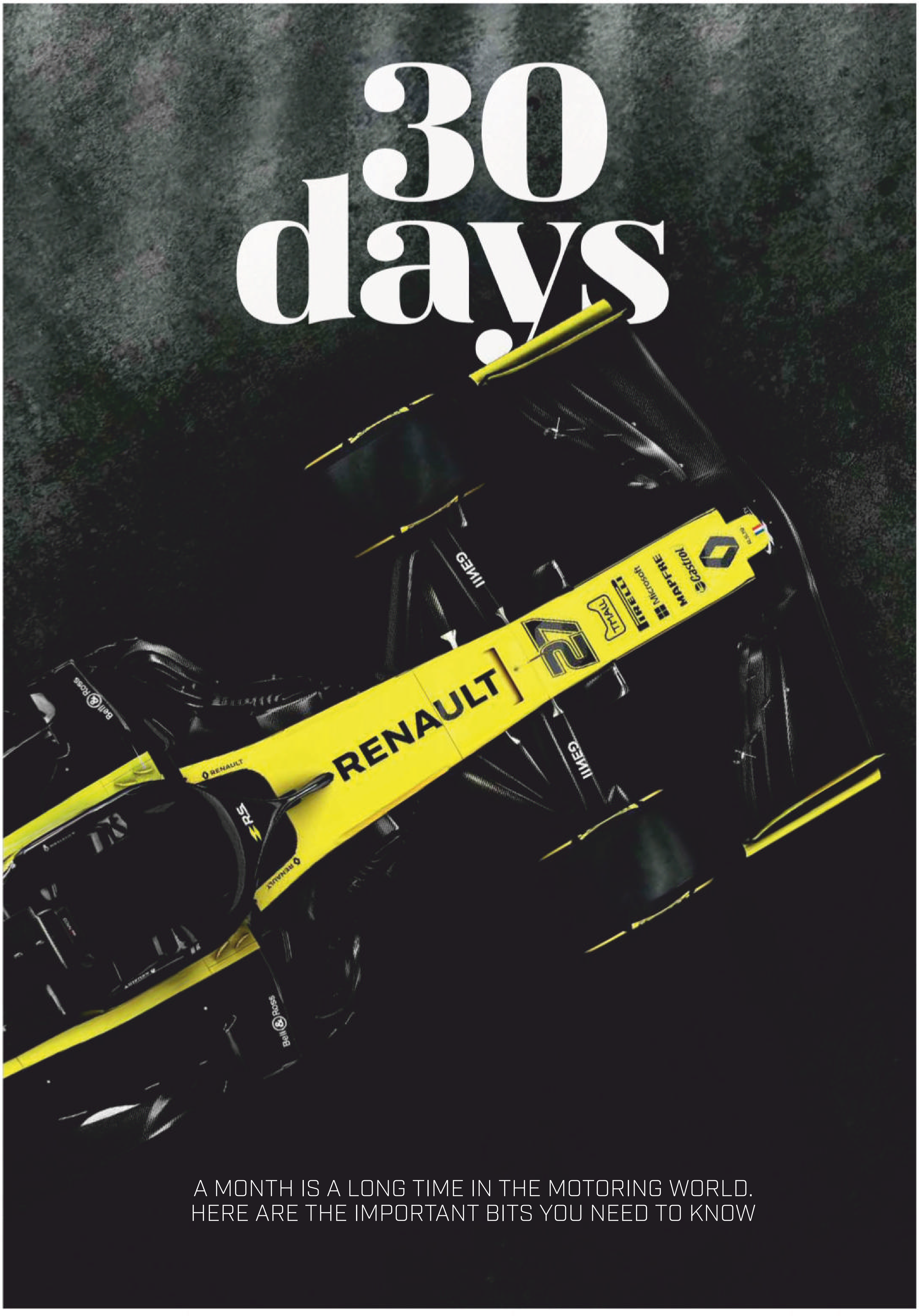


A MONTH IS A LONG TIME IN THE MOTORING WORLD. HERE ARE THE IMPORTANT BITS YOU NEED TO KNOW

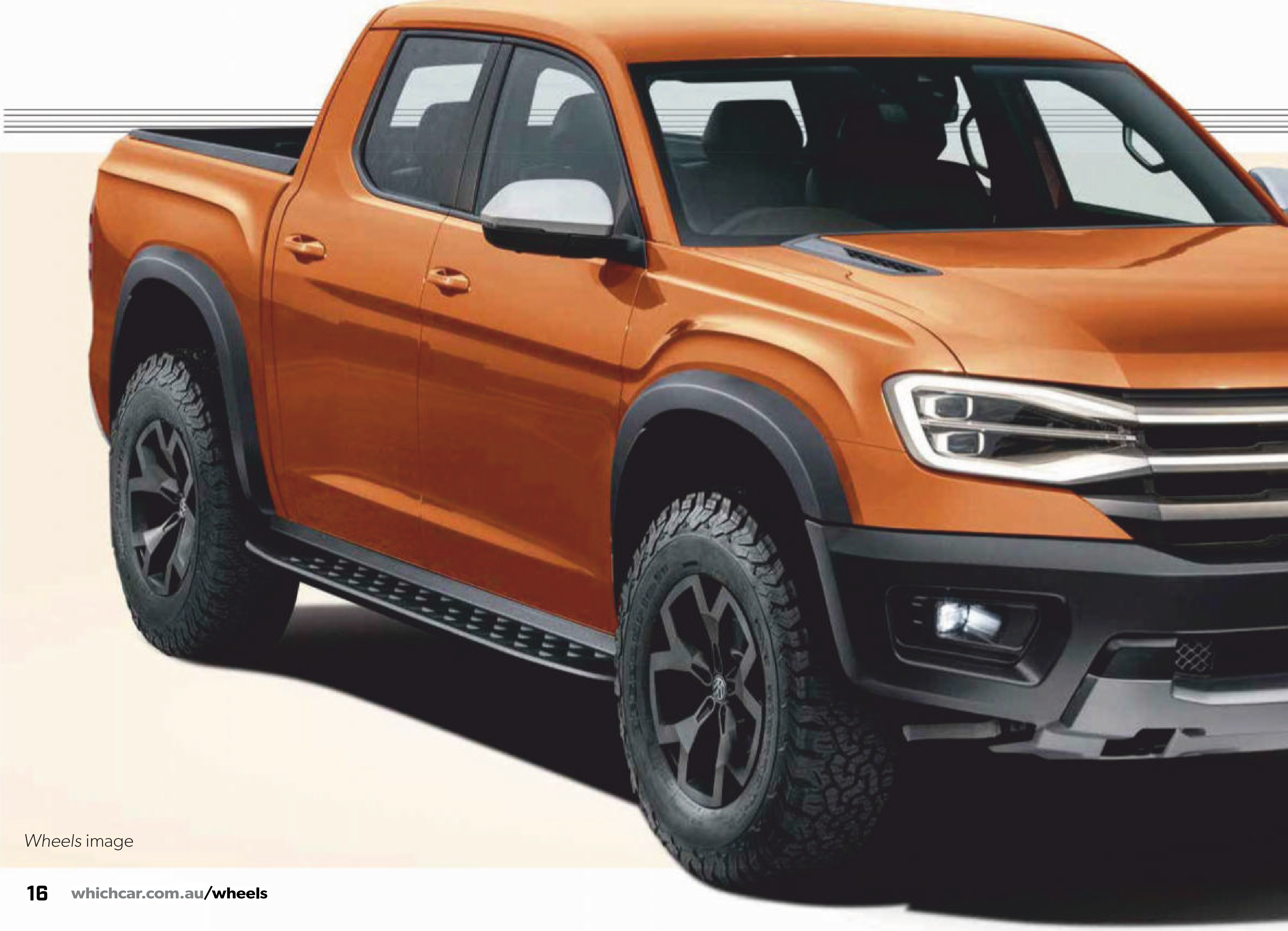
How Ford Australia is shaping the next-gen ute

BROADMEADOWS SETS THE AGENDA FOR THE NEXT VW AMAROK AS THE TWO BEST PICKUPS CONVERGE ONTO 2021'S OVERHAULED T6 RANGER PLATFORM

FORD AUSTRALIA will help shape the next Volkswagen Amarok, as the popular German mid-sized ute series switches to an evolution of the existing T6 Ranger's platform.

Due out in 2021, design and engineering work for both are currently underway at Broadmeadows in Melbourne's north. It's all part of the growing global collaboration between the two brands that also includes small and medium-sized vans to replace the VW Caddy and Transporter, plus Ford's elaborate Transit family from 2022.

That's the good news. As is the prospect of the next Ranger ditching the ageing five-cylinder diesel (at last) for a development of the Amarok's rousing V6 alternative. While both brands' utes will most likely share the same T6 'Evo' underpinnings, powertrains and body structure, it's expected that their design will differ markedly. Just as the existing Ranger with its Mazda BT-50 cousin could never be mistaken for one another.



Wheels image

THE AMERICANISATION OF RANGER

Looking like a shrunken F-Series truck, the 2021 Ranger is likely to gain a boxier design, with a broader stance and wider wheelarches bookending C-shaped headlights. The cabin may incorporate basic dash elements from the latest Ford Explorer, including a big central touchscreen and – finally – reach adjustable steering. Out goes the five-cylinder diesel and in comes the 2.0-litre Panther four-pot family as well as the rumoured VW 3.0-litre V6.

Whether VW picks up a version of the Ranger-based Everest seven-seater SUV that's also a Ford Australia project has yet to be determined.

The bad news, however, is that the 2021 Ranger/Amarok II fraternal twins are almost certain to be the final versions developed in Australia, as the Ford's replacement due in 2028 will dovetail with the next-gen F-Series full-sized truck, meaning that Michigan – rather than Victoria – will take over its design and engineering. At least this opens the door for the eventual return of the F-Series truck to our shores.

"Elements of the Ranger platform will integrate with Ford's single, global body-on-frame flexible architecture, which will be led out of the USA," Ford stated. "Certain powertrain commodities and systems currently engineered in Australia will also move to other powertrain sites globally, reducing complexity and providing scale efficiencies."

With the big-selling Americanised Aussie Ranger only recently released Stateside, it is clear Detroit wants to shape the destiny of future iterations.

The future of Broadmeadow's design and engineering hub is open to question, though Detroit did add that "Ford's Australian engineers will also support design and engineering work for global markets as well as take on other projects."

Probably in anticipation of the diminishing medium truck work, Ford announced in January that over 200 jobs in product development will be made redundant starting this year – though some staff will be deployed elsewhere. More than 2000 people will remain, making the Blue Oval Australia's largest employer in the automotive sector.

"While the focus of our work is shifting, we continue to be world leaders in automotive design and engineering, evidenced by the calibre of work we continue to do in Australia," said Ford Asia Pacific programs director Dave French.

The original T6 Ranger and Amarok were unveiled in 2010, making them the oldest pickups in their class.

BYRON MATHIOUDAKIS

IN FOCUS

Did you know?

POINTER SISTERS AND SHARALAXIES

Ford and VW have jumped into bed before, beginning with AutoLatina, a joint venture involving the Argentinian and Brazilian arms of both companies. Created in 1987, it involved a number of models spun off the 1981 Volkswagen B2 Passat, 1980 Ford Mk3 Escort and 1990 Ford Mk5 Escort/Orion platforms, resulting in the lightly-made-over Ford Versailles, Volkswagen Apollo and Volkswagen Pointer respectively. Of wider global import was the European VW Sharan (1995-2010), Seat Alhambra (1996-2010) and Ford Galaxy (1995-2006) people movers (pictured) manufactured in Portugal.

Sauber F1 Team
Silanna
44
PETRONAS
Castrol EDGE

5 F1 storylines to watch

YOUR CHEAT SHEET TO BECOMING AN INSTANT FORMULA 1 EXPERT BEFORE THE SEASON STARTS

01

RED BULL'S FIREWORKS

Young gun Pierre Gasly replaces Danny Ricciardo at Red Bull, joining the Dutch wunderkid Max Verstappen. The duo have traded verbal barbs in the media before the season has even begun, with newcomer Gasly refusing to be relegated to support-driver status, and Verstappen attempting to assert dominance within the team. While the two drivers may have a clash of egos, the team's engineers will be working to ensure their engines don't explode every third lap. Red Bull has switched from Renault to Honda power for 2019. The gamble could backfire, with uncertainty surrounding Honda's reliability.

02

THE GRID RESHUFFLE

Of the 10 teams on the 2019 F1 grid, just two will have the same driver pairings from last year (Mercedes-AMG and Haas F1) when they line up for the opening round. Fresh blood has been injected into the grid with rookies Lando Norris, Antonio Giovinazzi, Alexander Albon and George Russell making their debuts. Reshuffled line-ups at McLaren, which will pair rookie Norris with Spaniard Carlos Sainz Jr, and Williams, where Russell is partnered with returning veteran Robert Kubica, are unlikely to change fortunes. Both teams will hope to reignite the glory of days past, but are probably going to be squabbling over single-digit points.

03

VETTEL'S WORST NIGHTMARE

Sebastian Vettel's major concern for 2019 won't be someone draped in Mercedes colours, but the scarlet red of his own Ferrari team. Replacing Kimi Raikkonen at Ferrari for 2019 is Charles Leclerc, who was promoted at the wishes of the late Sergio Marchionne. It wouldn't be the first time Vettel has been trounced by a younger teammate – Daniel Ricciardo embarrassed the four-time champ when he joined Red Bull in 2014.

04

IT'S MAKE OR BREAK FOR DANNY RIC

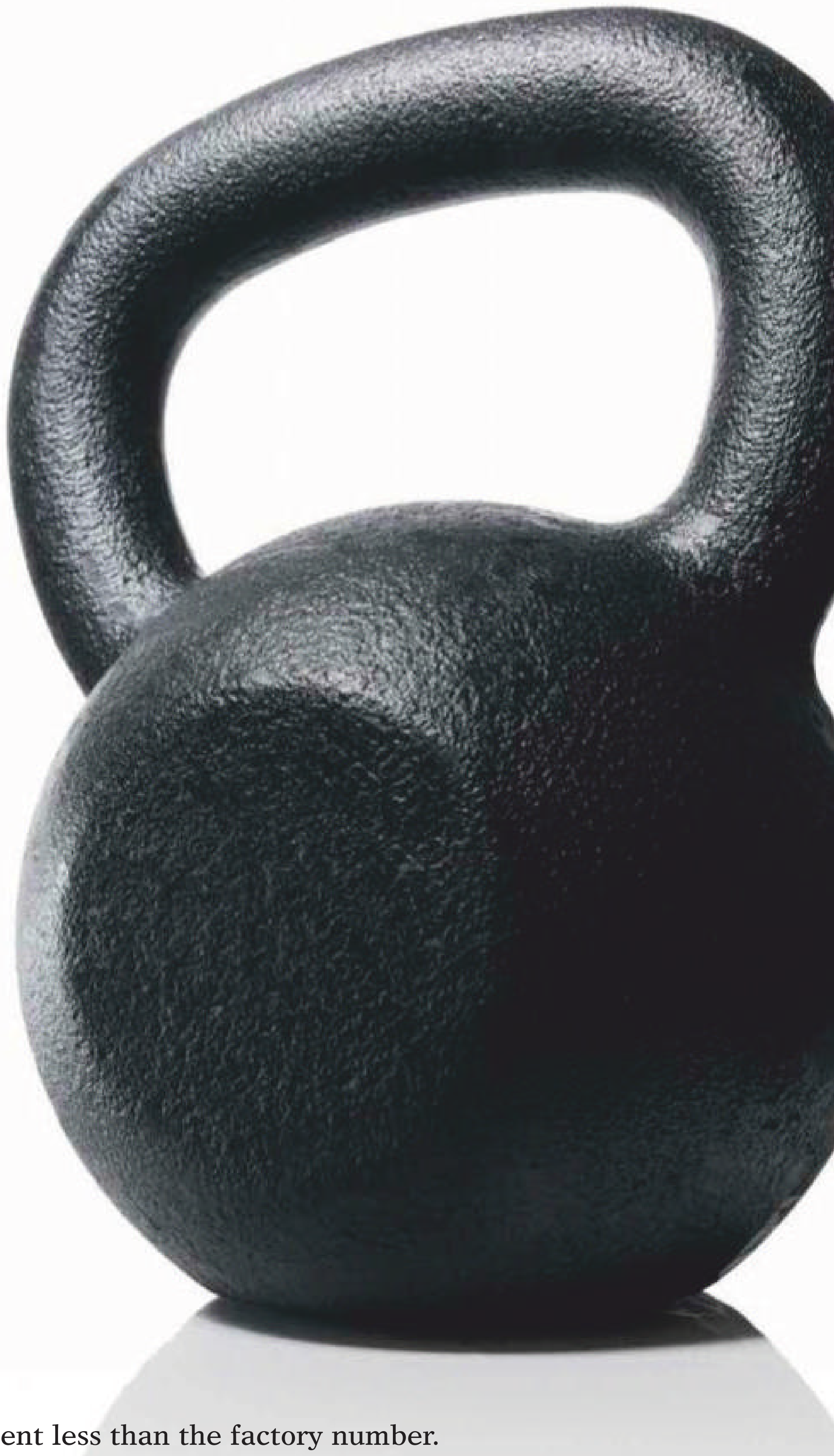
Daniel Ricciardo is in for a year that could either make his F1 career, or cripple his reputation. A shock move to the mid-field Renault team for 2019 has left many in pitlane scratching their heads. Two scenarios can play out. Ricciardo could help build Renault into a race-winning squad as a team leader, a la Hamilton at Mercedes, or the French team's woes could continue, and the Aussie's stock within the paddock could plummet.

05

NEW LOOKS, BUT WILL THEY WORK?

F1's new head honchos rushed through a bevy of regulation changes for the 2019 season in the hopes of improving racing. The most important are the aerodynamic changes, which mean '19 cars will have larger, simpler front wings, and wider rear ones, in an effort to mitigate the effect of 'dirty' air. However, the regulations were hastily scripted, prompting some to cast doubts over their effectiveness. As per every year.

COTY: Lies, damn lies and manufacturer weight claims



WEIGHING OUR COTY CONTENDERS DELIVERED SOME ANOMALIES THAT WERE OFF THE SCALE

LURKING AT THE far end of Ford's You Yangs proving ground is an unprepossessing-looking shed. Blink and you'd miss it, but located amongst the hoists and workshop equipment within is a weighbridge, and seeing as it was located en route to many of our COTY test tracks, we figured we'd put every single vehicle onto the scales. All 47 cars at COTY this year had to strip off, suck the gut in and hope for the best.

Some results were fairly predictable. The Alpine A110 was lightest at 1094kg, just pipping Volkswagen's base model Polo 70 TSI at 1111kg. Few, though, would have picked Porsche to front up with the fatty, its Cayenne E-Hybrid creaking onto the weighing gear at a whopping 2364kg.

More interesting than absolute numbers, however, was what the scales proved against manufacturer claims. Hats off to Ford for accuracy here. The press pack told us the Focus Trend 1.5 should weigh 1336kg and it was bang on the money. To make things absolutely fair we measured the amount of fuel in the cars and calculated representative tare and kerb weights from that.

The wooden spoon probably ought to go to Alfa Romeo. Its Stelvio Ti should have weighed 1619kg, but it tipped the scales some 187kg heavier. That's around 11.5 percent heftier than buyers would expect.

The base Stelvio and the diesel were also a good deal heavier than the manufacturer claim, up by 138 and 167kg respectively. The five-seat diesel Stelvio also weighed 13kg more than the vast seven-seat diesel Mazda CX-8.

Audi was no angel here either, its A8 50 TDI adding 184kg to the 1975kg claimed kerb weight. The Skoda Karoq also weighed in 11.35 percent heavier than its billed weight, while Citroen's C3 carried 10.3 percent more than its factory claim.

Holden and Toyota get credit for generally overquoted weights, and the Hyundai Santa Fe Highlander diesel also surprised us, weighing 1.85 percent under its claimed kerb weight, tipping the scales at 1958kg against a claimed 1995kg figure. Volvo's XC40 T4 Momentum was second behind the Hyundai in the greatest percentage under claim, its 29kg representing 1.78 percent less than the factory number.

Finally, if somebody's trying to tell you that seven-seat SUVs are uniformly fat and wasteful, it's worth noting that apart from the Mazda CX-8 being more limber than the 'sporty' Stelvio, Peugeot's 5008 three-row hauler tipped the scales some 215kg lighter than Holden's Calais V Tourer. And Hyundai's Santa Fe Active was also some 20kg lighter than the hefty Holden.

The take-out from this? Given that some cars are optioned differently from base spec, we'd understand if weights were a few percent either way of the datum. But more than ten percent for the worst offenders? Given that the weight of a car is directly proportional to its fuel consumption and emissions, consumers surely deserve better.

ANDY ENRIGHT

IN FOCUS

High and dry

In some markets Alfa Romeo quotes a 'dry' kerb weight, while in others – such as here – it uses a tare weight. Factor in Aussie and Euro disagreements about the kerb weight inclusion of a 75kg driver and it's easy to see how figures can vary.

Evolution of revolutions

FEAR NOT, ATMO PURISTS – THE 992-GENERATION GT3 RS WILL STILL SPIN LIKE A CRAZED CENTRIFUGE, AND WON'T CARRY A SINGLE KILO MORE THAN IT MUST

THE EAGERLY anticipated 992 911 GT3 RS will come with the largest engine ever fitted to a 911 and produce around 400kW.

Speaking to *Wheels* at the launch of the 992 Carrera S – the car that will provide the basic architecture for the next track-focused GT3 and RS – soon-to-retire 911 product line chief August Achleitner confirmed one of the most desirable Porsches ever created would not mess with a successful formula: rear-wheel drive, lightweight body and a naturally aspirated engine revving to 9000rpm, or beyond.

Achleitner said the 'regular' GT3 will stick with an evolution of the 3996cc engine in the current car – one developed to incorporate a gasoline particulate filter for European markets – that is expected to yield around 385kW, a minor increase on the 383kW of today's RS.

But he said the new 992 RS will utilise a slightly larger version of that same legendary naturally aspirated six-cylinder.

"It could get a small increase," he said. He stressed any capacity increases would be minor and hinted Porsche was unlikely to change the 4.0-litre capacity claim that is rounded to the nearest 0.1 litre. Porsche has previously said the naturally aspirated engine is maxed out at 4.0 litres, but engineers have also spoken of plans to increase the rev limit to a towering 9500rpm.

One option is the 404kW 4000cc engine from the GT3 R racer, revealed in 2019. Achleitner confirmed the RS engine development will be closely linked to that of the race car.

Rather than shift to the new eight-speed dual-clutch developed for the 992 911, the GT3 and RS will stick to the final iteration of the seven-speed PDK (a manual will again be offered for the GT3).

Blame it on weight control: the new eight-cog transmission is about 20kg heavier, something engineers are not prepared to cop with the race-focused GT models. Besides, the eight-speed's main advantage is closing the gap between the economy-focused top gear and the sixth ratio that delivers a 911's top speed; hardly a concern for those already prepared to make the compromise with the GT3.

Wheels and tyres won't change markedly for the GT3, either. While regular 911s have increased the diameter of their wheels with staggered sizes front and rear, the GT3 will not go larger than the max size fitted to the Carrera models; so that'll mean 21-inch rears, the maximum engineered for the 992-generation cars.

But with sticky, track-focused semi-slick rubber there will be significantly more grip than regular 911s, part of the magic used to create one of the most dynamically exciting and satisfying cars on the planet.

The GT3 will continue to push the

992-gen RS will have the power to make grown men weep as it likely spins past 9000rpm

PORSCHE
GT3RS

Porsche development boundaries with materials, employing some carbonfibre components and a magnesium roof. Expect GT3 models to at least hold station on the current 1430kg kerb weight, although a minor weight reduction could be possible.

As the emphasis is on simplicity and track authenticity, Porsche engineers will maintain vigilance on minimising weight, with straps for door handles, thinner glass and a magnesium roll cage.

The use of aluminium structural side panels will also offset weight gains elsewhere in what is the largest 911 of eight generations across 56 years.

Aerodynamics will also be a key focus, with Porsche working on better pinning the car to the road to increase high-speed stability and its already vicious cornering speeds.

Engineers are also planning to unleash more electronic smarts. They will tap into the extra functionality of the broad digital dashboard that incorporates two 7.0-inch screens flanking a central analogue tacho.

Achleitner said information would be tailored to track use. "Now we have the possibility with the software, one can imagine we could start something special for race tracks..."

Possibilities include prioritising readouts useful on a track, developing virtual circuit guides and including detailed interfaces for driver aids.

TOBY HAGON

"Hit a cone, folks, any cone's a winner," according to Audi's gun instructor Steve Pizzati

FIVE STEPS TO: MASTERING A DRIVE DAY

VETERAN INSTRUCTOR GIVES YOU THE INSIDE LINE

01

DUMB QUESTION DOESN'T EQUAL DUMMY

"Typically at a drive day, you have some very talented drivers among the instructors. Getting that amount of talent in one room is a rare thing, let alone having them willing to help you. There is no such thing as a dumb question – the one you're afraid to ask is the one the person next to you is also too afraid to ask – you may as well shoot."

02

IT'S OKAY TO SUCK

"Many people put unnecessary pressure on themselves. And because they love cars and won the office go-karting world championship, they expect they will be instantly good at it. Typically, the exercises we do will take you out of your comfort zone – we're trying to find your breaking point. We aren't here to teach you things you already know. Cut yourself some slack; you aren't a pro driver, so why critique yourself like one?"

03

GO AHEAD, KILL A CONE

"When we do exercises, some people will be so afraid of looking silly in front of others that they'll cheat and brake early, or won't do the exercise quite right. They'd rather look good than do it properly and hit some cones or run wide. Hitting cones is okay! We want you to do that. We'd rather you challenged yourself than chicken out! Hit a cone early and then really start to explore your limits."

04

NO ONE WANTS YOUR AUTOGRAPH

"Don't try to impress the instructors. Everyone has a bit of ego (some more than others) but there are people who think they have a secret talent that will blow away a professional driver when it's discovered. It isn't going to happen; it's a Hollywood fantasy. Just relax and have fun. Don't spend the entire day hoping you are going to be recruited to join Lewis Hamilton in F1."

05

WHEN IN DOUBT, LAUGH LIKE A LOON

"Remember: this is a fun thing that you're doing. Ironically, the less you try, the better you will drive. When you are relaxed and just give it a go, you might hit cones, but who cares what other people think? You will do better anyway with this mentality, because you won't stack the pressure on yourself. When you combine all of this it seems so simple, but at the time it can be easy to be swept up in it all."

30 secs

THIS MONTH IN BRIEFS

133

The power output in kilowatts of the new Mazda 3's SkyActiv-X compression-ignition engine according to a document leaked by Mazda Slovakia. With less restrictive emissions regulations here in Australia, our models may well make even more grunt.

SHE'S THE ONE

BMW has announced the price of the run-out M140i Finale model, the very last of the rear-drive 1 Series line. Yep, the next-gen One is going front- or all-wheel drive, so this marks the last of a very particular genre; the rear-drive hot hatch. You'll need to stump up $62,990 for the ultimate 250kW/500Nm pocket rocket that comes absolutely laden with kit. It might well be a very long time before we see its ilk again, so form a disorderly queue. It's in showrooms from March, with production ending in June.

GM TO SELL HOLDEN?

UK-based company Inchcape could well become Australia's second biggest importer after it was reported that it was in negotiation to take over the importation of Holden from its US parent, General Motors. Inchape already brings in brands such as Subaru, Citroen and Peugeot. The net result could be cheaper Holdens for Aussie buyers as a significant percentage of the purchase price of current stock is accounted for by GM back-office fees. "We are fully focused on supporting [Holden CEO] Dave [Buttner] in building a strong Holden for the future, as it remains an important part of GM's business," a US-based GM spokesperson told the *Australian Financial Review.*

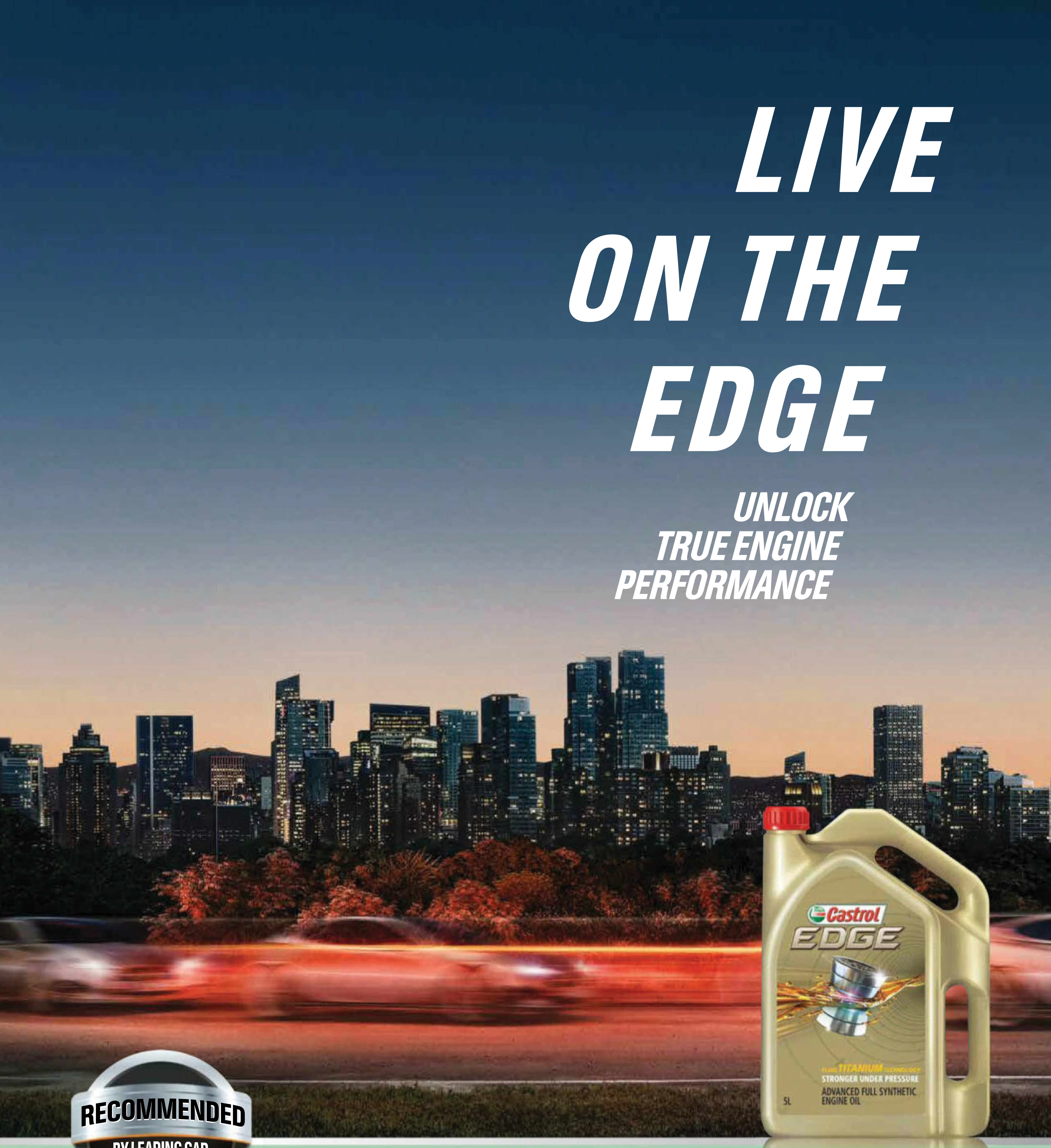
4167

Holden's sales in January. If current trends continue, the entire Holden range will be outsold by the Toyota Hilux in March.

Crock of the month

> "When will we think it's safe, full self-driving? Probably toward the end of this year"

Tesla boss Elon Musk makes a bold prediction on autonomy. Qualifies it by then stating that this functionality is dependent upon regulatory approval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Incoming

THE NEW METAL HEADING OUR WAY

DUE APRIL

GENESIS G70

It's been a long wait for Hyundai's luxury brand, Genesis, but come April, the multi-million-dollar Melbourne and Sydney CBD 'studios' will be bursting with the new G70 and G80. Two sedans may seem an odd starting pitch in the SUV-mad climate, but Genesis is confident the sporty G70 has the goods to tackle the C-Class and 3 Series.

EARLY 2020

FORD FOCUS ST

Yes, it's still around 11 months away, but this one has us salivating. Australia will receive the ST as a five-door only, but, for the first time here, it will be offered as both a six-speed manual and seven-speed auto. Outputs from the 2.3-litre turbo-petrol four are 206kW/420Nm, channelled to the front treads via an eLSD. Throw in Recaros, IRS, adaptive dampers ... tasty.

DUE MARCH

HYUNDAI KONA ELECTRIC

The distinctive front bumper gives the game away that instead of an ICE there's a 150kW/395Nm electric motor powering the front wheels. It's fed by a 64kWh battery claimed to deliver a range of up to 449km. Pricing is expected to be north of $50K.

DUE MARCH

MERCEDES-BENZ GLE

Sharper styling and more space are the drawcards for the fourth-generation, seven-seater GLE (formerly M-Class). Benz's new-gen inline six in either diesel or petrol provides propulsion, or you can slum it in an entry-level four-pot turbo diesel.

MARCH

Audi A1 and A6
BMW 3 Series, 8 Series, i3 update, Z4
Hyundai i30 N Fastback, Kona Electric, Veloster
Jeep Wrangler
Mercedes-Benz GLE
Porsche Macan facelift
Porsche 992 911
Rolls-Royce Cullinan
Volkswagen Caddy Beach

APRIL /MAY

BMW X7
Genesis G70 & G80
Mazda 3
Mercedes-Benz EQC
Mini Electric
Range Rover Evoque

JUNE

Ford Fiesta ST
Mercedes-AMG GT 4-Door
Peugeot 508

JULY

Nissan Leaf

NOVEMBER

Mercedes-AMG A35
Toyota Supra

Wishlist

If you don't ask, you don't get

CHEVROLET BLAZER

The Blazer is the archetypal Chevy SUV – and it'd work beautifully with a Holden badge on its snout. So, Holden, how about it? Okay, we hear you that there are no right-hand-drive plans, in part because it's a sizeable wagon but only seats five. But if the rival Ford Endura sells well will you reconsider?

TheMarket

NEW YEAR OPENS SOFTER

HIGHLIGHTS As the XC40 scooped our 2019 COTY in late January, Volvo sales continued to strengthen in a softening luxury market. The Swedish brand experienced a 13 percent uptick for the month, with the newly crowned COTY the brand's top seller. Market leader Toyota continued its winning ways, posting 4.3 percent growth for almost 20 percent of overall sales. Other winners included Kia (+2.6%), Skoda (+24%), Lexus (+16%).

LOWLIGHTS Stink bugs continue to wreak havoc across some brands, with customs restrictions delaying deliveries. The Sydney hail storm in December didn't help, either, with thousands of soon-to-be-delivered cars hit hard. Both contributed to the 7.4 percent January sales drop. Passenger cars continue to get hammered, down 12 percent; the traditional hatches and sedans now account for just over one in three new vehicle sales.

TOTAL SALES

81,994

JANUARY 2019

	MODEL	SALES	RANK (DEC '18)	SALES (JAN '18)
1	Toyota Hilux	3951	1	3860
2	Mazda 3	2831	4	3201
3	Ford Ranger	2564	2	3260
4	Toyota Corolla	2417	3	2776
5	Mazda CX-5	2347	7	2152
6	Hyundai i30	1891	8	1850
7	Mitsubishi ASX	1818	16	872
8	Toyota RAV4	1800	9	1780
9	Mitsubishi Triton	1697	6	1533
10	Holden Colorado	1544	12	1390
11	Nissan X-Trail	1519	10	1668
12	Suburu Forester	1442	11	898
13	Kia Cerato	1426	20	1432
14	Toyota Prado	1350	14	1169
15	Mitsu' Outlander	1314	18	951
16	Mazda CX-3	1308	24	1582
17	Toyota Camry	1237	17	754
18	Volkswagen Golf	1231	19	1523
19	Hyundai Tucsan	1147	33	1420
20	Kia Sportage	1116	27	1176

Winning

66% increase

SUBARU FORESTER

It was a close runner-up in COTY 2019; now the Forester has posted a 66 percent gain in January. Over the past five months, sales have ticked upwards by 41 percent, cementing the Forester's position as Australia's top-selling AWD soft-roader.

Tanking

Worst sales since 2011

TOYOTA COROLLA

Since adding thousands to its price when the new hatch arrived in August, sales of the much-hyped new Corolla have been sliding, posting the model's worst sales since June 2011. Buyers are instead diverting their dollars to the Mazda 3, which in January posted its best segment share in two years.

Inbox

GO AHEAD, TELL US WHAT YOU REALLY THINK

But please, keep it tight (no more than 200 words) and do include your suburb if via email: wheels@wheelsmag.com.au
You can also have your say on Facebook (search for Wheels Australia), Instagram or Twitter

LETTER OF THE MONTH

> THE FEBRUARY ISSUE WAS JUST BEAUTIFUL! YET, SOMEHOW, SOOTHINGLY FAMILIAR

MORE THAN JUST A FACELIFT

Big kudos to you all for the new-look *Wheels*. A new design, not just a facelift. The February issue which introduced the new design was just beautiful: meaty, informative and yet, somehow, soothingly familiar. The standard of writing and photography assures that it is still *Wheels*.

The quality of the design reminded me greatly of the new-look *Car* magazine that was introduced back in September 2006 in the UK. It too was stunning and classy. But so different in look and size, that after a half dozen or so issues, they gradually wound back the new look, even the book size, and went back to being 'just' a great motoring magazine, competing on the same turf as *Top Gear*, instead of claiming and holding their own ground.

I hope you maintain the style and overall look and feel, combined with the continued excellence of content, of February 2019. It's a beauty.

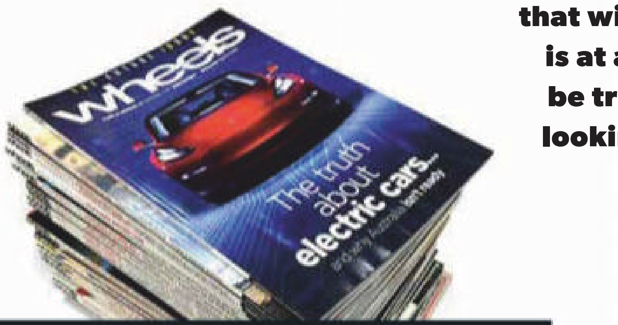
John Davis, Avalon Beach, NSW

Thanks for the kind words, John, we're delighted you're happy with the revamped *Wheels*. Thanks also to all of you who wrote in to share your thoughts on this subject, and for pointing out some amendments to the Databank section (formerly Showroom) you feel we need to reconsider. Please understand that with the inclusion of dual-cab utes, space is at a premium, and some data fields had to be trimmed for this reason. However we are looking at possible ways to address this – Ed

WIN!

LETTER OF THE MONTH PRIZE

To prove to John that we're committed to maintaining the standard of the new-look *Wheels*, we're awarding him a one-year subscription.



THE SPIRIT OF ECSTASY

What a change! I just purchased the February 2019 edition and I'm ecstatic. Looks and feels better than anything you can get overseas, including *Octane* magazine, which I also get when I can find it. Congratulations to Alex and the team for an excellent effort.

Alf Sammut, Greenvale

FORGOTTEN HEROES OF COTY

February was another great and comprehensive COTY issue. It's just a shame with the advent of the 'now' generation and social media, I can't read the magazine anymore and discover the COTY winner through a process of elimination.

Also, I read Ash Westerman's intro piece where he wrote about German marques not being successful in COTY, with "Audi, BMW and Porsche" not hoisting the trophy. Really? Has Ash thrown the BMW i3 in with the Honda CR-Z; the 'nowhere to be seen' winners?

Peter Ronis, via email

Peter, there's a simple explanation for this – I'm an idiot. The BMW i3 was of course a very worthy winner back in 2014. Many apologies for my dumb oversight – AW

2013
?
2014
2015

> “HAS ASH THROWN THE i3 IN WITH THE HONDA CR-Z?

WE ROCK! BUT WE ALSO SUCK

Congratulations on a great redesign of the only magazine I still subscribe to non-electronically! I was checking my mailbox every day waiting for it to arrive. It looks and feels great, special, even, and certainly more upmarket.

Just two small things that I'm disappointed about. Firstly, no scores for the Twin Test, and secondly, Databank has lost your tip for the range sweet spot. With some models having so many options, it was an excellent little piece of advice.

Alain, via email

A few readers have also pointed out that Databank could use the indicator as to driven wheels. Revising this section was a big effort and it'll get more tweaks – Ed

SURVIVAL OF THE STRONGEST

I must reply to James Goodwin's response (Yearbook, 2018) to the Insider column 'ANCAP Stars Don't Always Align'. Goodwin's reply is full of contradictions; it seems like he's just trying to justify a flawed rating system that does not offer the car-buying public an accurate reflection of a vehicle's total safety performance when actually involved in a crash.

As a car buyer, I want to know which car is rated as having the strongest structural passenger cell. With the current ANCAP rating system, buyers have no way of knowing which car that is, as the current rating system is heavily weighted to the inclusion of passive and active electronic aids.

To give the car buying public clearer insight in the real-world safety rating of a car, the rating system needs to split into two five-star categories; one that covers the structural integrity of the passenger cell, and the other the passive and active electronic aids, adding up to a total out of 10.

This way car buyers could make better informed decisions. Well done to *Wheels* for highlighting the failings of the current ANCAP rating system and starting this long-overdue industry discussion.

Robert lus, Haberfield, NSW

Strongest passenger cell? Dig deep for something with a carbon tub – AE

JIMNY YOU LITTLE HEARTBREAKER

When I heard that Suzuki was resurrecting the iconic Suzuki Jimny with a throw-back to the original utilitarian design, I was thrilled. However, when I found out the engine and transmission specifications, I was heartbroken.

Granted, Suzuki knows this new Jimny is going to sell like hotcakes because it looks awesome and makes old(er) blokes like me reminisce our youth, plus it's under $30,000. But why, Suzuki, in 2019, would you fit a normally aspirated 1.5-litre engine with either a five-speed manual or four-speed auto? These mechanical choices were the deal-breaker for me.

So, Suzuki, after you've made a squillion with this Jimny model, please bring hope back into my life by throwing in an extra gear and a few more horses with the update – I promise I'll pay what you want without even whinging about it.

Troy Gale, Vaucluse, NSW

We've just taken delivery of a Jimny long termer, Troy, so we'll let you know if you're on the money – Ed

BACK WHEN

“Are you going to eat that last con-rod?”

BREAKFAST AT THE BROCK'S

Anthony Roy shared this image from the Brock family Facebook page: "Peter teaching Pin [Phil] and his brothers about cars from *Wheels* magazine. Note the pistons on the kitchen table; the boys had complete motors in the bedroom."

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Stahl

"MY WIFE IS CONVINCED I'M A HOARDER. I ADMIT THAT I COLLECT A LOT OF CAR STUFF, THE VALUE OF WHICH MAY NOT BE APPARENT TO MOST"

YOU KNOW THAT feeling when you think you've out-braked yourself into a corner and your eyes freeze and there's a gassy taste in your mouth for that life-flash second before muscle memory or adrenaline or whatever it is takes over and gets your eyes and the wheel and the car miraculously turning where you need to go?

I know that you know that feeling, because you're reading this. Not that *Wheels* readers are over-ambitious drivers, but rather, that we're car people. We want more from our motoring, from our choice of car to the way we spec it, what we do to it, how we drive it. The old *Thrillseekers* TV series put it best: We're a special breed of cat. We don't wait to meet danger. We chase it, challenge it – and lick it.

I've just had that very same feeling, sitting on my fat quoit in front of the telly. My wife was watching some program about a Japanese woman named Marie Kondo.

In case you haven't heard (and I obviously hadn't), Marie has written a book, *The Life-Changing Magic of Tidying Up: The Japanese Art of Decluttering and Organising*, which is selling its brains out all over the world.

Suddenly, starkly, I knew what was coming. A fridge magnet had foretold for months of an imminent council clean-up. My beloved merely turned her head. At me, frozen in terror.

My wife is convinced I'm a borderline hoarder. I admit that I collect a lot of car stuff, the value of which may not be immediately apparent to most.

I know I needn't explain the hundreds of awesome motoring and motorsport books, the 550-odd slot cars, the static models, the magazines – oh Lord, the magazines… Nor the more personal career mementoes, like the flag from the roof of the Porsche 911 I drove across the Simpson Desert in 1999, the jack from the Holden JB Camira we shredded in 2006, the Olivetti Praxis 35 (with box and papers) that was the Audi Quattro of typewriters when I got it in 1983.

Marie Kondo's thing is to decide whether a particular item "sparks joy". Well, those things do. About once a decade, when I look at them. If something doesn't spark joy, Marie advises, you thank it for being in your life and let it go.

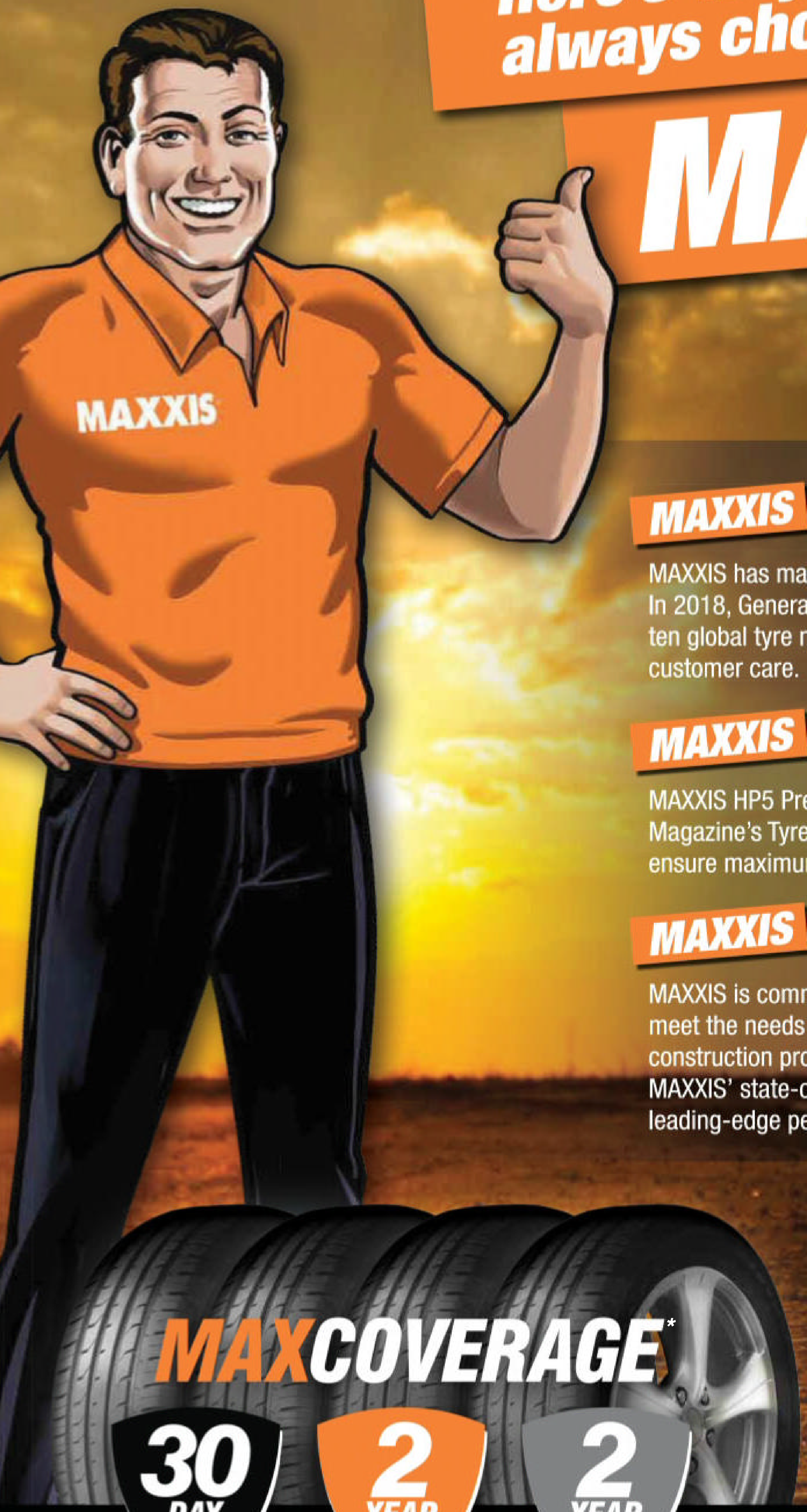
What I've spent the weekend struggling with is the boxes and boxes of media kits and brochures, the motor-racing programs and printed results. As I looked at them, there was certainly a spark of recollection, even a new awareness of the initial reason that I kept, say, this 1983 Dick Johnson Racing media kit, or the 1988 Paris-Algiers-Dakar book of supp regs, or a dozen years' worth of Australian F1 Grand Prix media kits and programs.

But a spark of joy?

I've realised that things like these always had almost the gravitas of sacred tomes. It's really important to remember that I hadn't foreseen the advent of the internet: a journo's reference material and sources were his or her stock-in-trade. I couldn't predict why, in future, I might have need of this 1989 Arrows F1 media kit (with earplugs and stickers) – but I knew that if I ever did, I wasn't going to find one at the local library.

I found seven or eight really big, glossy calendars. A few from Lamborghini, a couple from Bentley, a few more from Porsche. They go back to 2008. Each time I'm gifted one I think, "Ooh! This is beautiful! It's way too good to get all fingerprinty on the wall. I must put this away and save it." On the weekend, for the first time, I acknowledged a flaw in the strategy of using a calendar in any year other than the one on the front. But I'm still in touch with my inner 15 year old's belief that I'll one day slice out my favourite pictures and Blu Tack them to my bedroom wall.

I've just packed up most of the stuff and put it back where it was, to figure it out later.



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Robbo

ON 'GEORGE AMBROSE', WHO COULD WIELD A TORQUE WRENCH AND A TYPEWRITER WITH EQUAL APLOMB

FOR YEARS AFTER becoming *Wheels* editor in 1971, I scoured the magazine's contributors and beyond to find an author for a down-to-earth column I planned to call Dirty Wheels. Effectively, the idea was to resurrect Diary of a Wheels Garage, one of the most popular columns in the magazine's early years.

Assorted people tried, but quickly found they couldn't sustain a monthly column. Only after discovering Noel Tuckey, younger brother of former editor Bill Tuckey, did the column prove feasible. Noel worked on cars for a living, owned a typewriter and, as the readers discovered, possessed a lovely, dry sense of humour. For reasons I don't remember now, Noel decided the column should carry the byline of George Ambrose.

The first Dirty Wheels column appeared in June 1976, but being unfamiliar with the pressure of a monthly deadline, Noel missed the next issue. Then they arrived regularly until, he says, "the column paused for a while in 1979. The money wouldn't cover the grog bill."

From then until December 2001, Dirty Wheels became a must-read column. Through the telling of obviously genuine anecdotes – no one could make them up – Tuckey became a constructive reaction against the ever-increasing complexity of automotive technology. He fought against the often absurd cost of replacing multipart but throw-away components and the regular stupidity and absurdity of DIY repairs by owners with little or no mechanical knowledge.

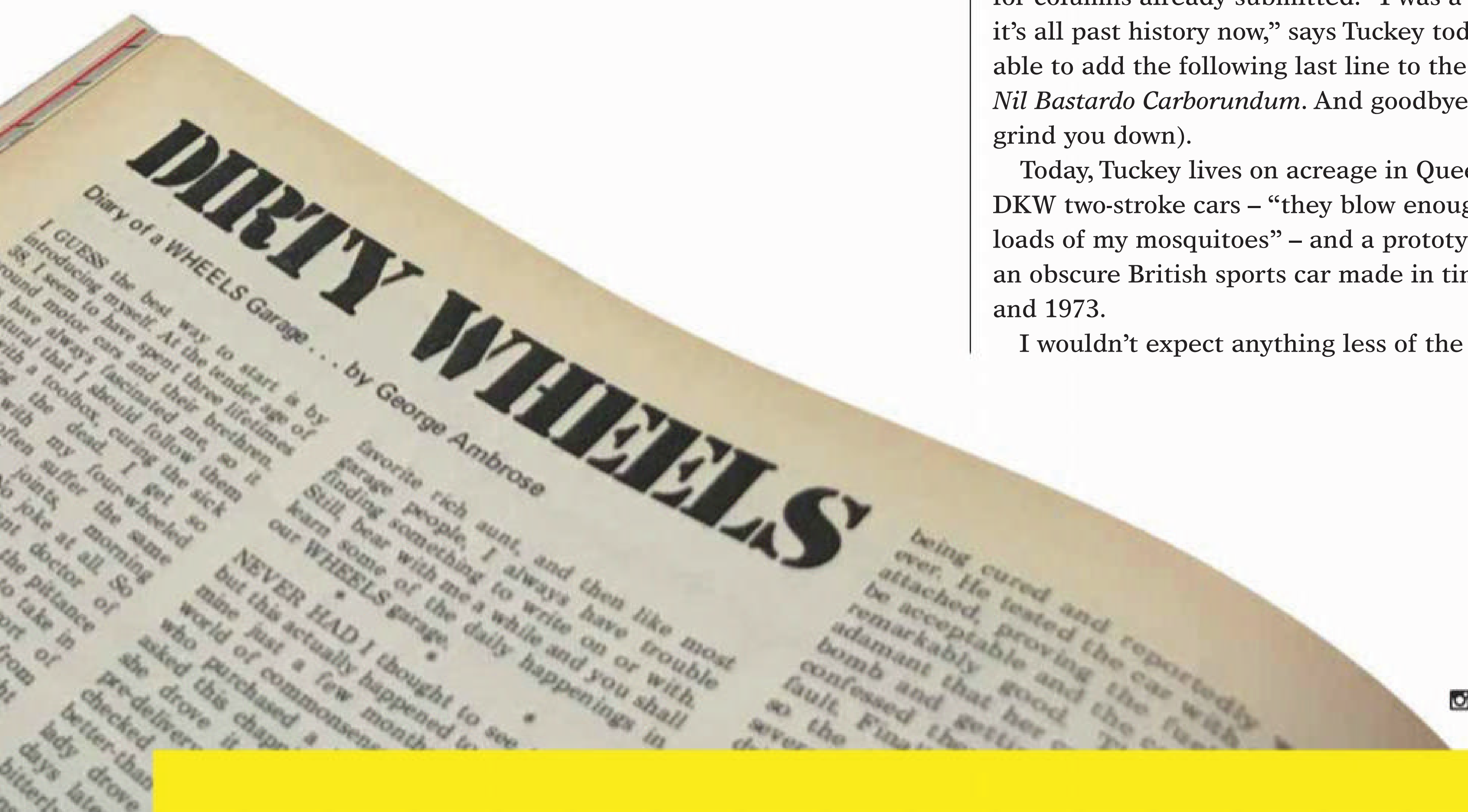
For the June 1996 issue of *Wheels*, editor Angus Mackenzie persuaded Tuckey to celebrate 20 years of his column with a new story. It's typical 'George Ambrose', railing against an engineer who was convinced he should be able to start his Commodore with a 12-volt torch battery, combined with stories of the various workshop dogs he had known and loved. Tuckey admitted that while he couldn't remember anniversaries, he could tell you the tappet clearances for a 1949 side-valve Ford Ten.

The car makers didn't quite know how to react to Dirty Wheels; sometimes they were embarrassed, occasionally they'd write to complain about a possible error, only to have George shoot them down with reality. The readers couldn't get enough of his yarns. Even now, 17 years after the column was dropped, people still ask me why it went away.

Dirty Wheels ran until the *Wheels* December 2001 issue. In the words of Tuckey, it was a "messy ending." Instead of being told he was sacked by a senior member of the editorial department, ideally the editor, it was left to the accounts department to deliver the unwelcome news. They demanded the return of money paid for columns already submitted. "I was a tad upset at the time, but it's all past history now," says Tuckey today. As a final note he was able to add the following last line to the ultimate column: "So, *Nil Bastardo Carborundum*. And goodbye." (Don't let the bastards grind you down).

Today, Tuckey lives on acreage in Queensland with his two 1938 DKW two-stroke cars – "they blow enough blue oil smoke to kill loads of my mosquitoes" – and a prototype 1958 Rochdale coupe, an obscure British sports car made in tiny numbers between 1952 and 1973.

I wouldn't expect anything less of the great George Ambrose.



DIRTY WHEELS

Diary of a WHEELS Garage . . . by George Ambrose

You wouldn't go hiking in heels.

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NISSAN SKYLINE R32 GT-R

DID ANY SPORTS CAR EVER LEVERAGE ITS TECH TO SUCH DEVASTATING EFFECT AS GODZILLA?

Model	Nissan Skyline R32 GT-R
Engine	2568cc 6cyl, dohc, 24v, twin-turbo
Max power	206kW @ 6800rpm
Max torque	353Nm @ 4400rpm
Transmission	5-speed manual
Weight	1430kg
0-100km/h	5.4sec (claimed)
Price	$70,000+ today (Australian cars)

FEW CARS changed the automotive landscape quite as decisively as the Nissan Skyline R32 GT-R. It's a bona fide legend, but for all its cultural significance and retrospective appeal, it's easy to forget that it bombed commercially in Australia. Just 63 of the 100-car production run initially found homes, buyers daunted by its $110,000 list price which, adjusted for inflation and taxes, would be around $250,000 today. The car that changed tin-top racing for good wears that as probably the only blot on an otherwise imperious copybook.

That copybook owes a lot to another 1980s legend that pushed technological boundaries: the Porsche 959. At this point, I'm making an assumption that we can dispense with all the usual preamble about Jim Richards, development of the RB26DETT engine for Group A racing, and tracing of the nameplate back to the Prince Skyline or the GT-R badge to the 'Hakosuka'. We can? Good. Let's look at some of the other more nerdy stuff, beginning with that 959.

Nissan engineers knew that the R32 GT-R needed all-wheel drive. As a 1984 proof of concept exercise, three engineering mules were created: one with a standard rear-drive layout, one with an Audi-style fixed torque split and one with a Ferguson viscous centre diff developed from the MID4 concept car. None were satisfactory. The rear-drive car exhibited too much early phase oversteer, while the others both understeered, although the Ferguson-equipped car was the best of the three.

Chief of the Vehicle Experimental Department, Kozo Watanabe, decreed that the viscous system was not sufficiently precise, and ordered engineers to work on a multiplate clutch system. If his team couldn't come up with a workable design within a year, project GT-X would be a rear-drive car.

What the team came up with was Nissan's remarkable ATTESA E-TS system. A tear-down of a Porsche 959 had convinced them that a variable electronic torque split with a wet multiplate clutch was the answer, but where the Porsche's torque split replicated its 20 percent front, 80 percent rear weight bias under acceleration, Nissan came to the conclusion that the 959 got it wrong. During mid-phase cornering, 20 percent of drive going to the front tyres would always introduce understeer, a characteristic hard to engineer out of the R32 GT-R, thanks to its unfavourable 59.4 percent front, 40.6 percent rear, static weight distribution. The engine hanging over the front axle and the fuel tank mounted aft of the rear axle also contributed to a high polar moment of inertia, despite Nissan's attempts to lighten the front of the GT-R with aluminium body parts.Chief test driver Hiroyoshi Kato's first trip to the Nurburgring with the R32 saw it eclipse the Porsche 944's production car record of a rather quaint-sounding 8m45s. The Nissan recorded 8m30s, but Kato was frustrated by the dull understeer the R32 still exhibited. Nissan altered the diameter of the anti-roll bars, giving the Skyline R32 GT-R an inherent oversteer bias on corner exit.

Whereas most manufacturers install a thicker anti-roll bar at the front to introduce a degree of safe understeer, Nissan's engineers reversed that philosophy, fitting a 20mm diameter bar at the front and a chunky 25.4mm item at the rear. This took advantage of the all-wheel drive's 'accelerated power oversteer', the process of flooring the throttle on corner exit to drag the car out of oversteer, radically improving corner exit speeds. The result was an 8m20s lap of the Nordschleife.

To help improve yaw damping and reduce unpredictability, Nissan's Super HICAS four-wheel steering used a hydraulic actuator to steer the rear wheels by up to one percent either counter to the fronts in slow corners or in the same phase at higher speeds. It might all sound a little esoteric, but remember that this was 1988. Porsche was still working on the 964 and a BMW M3 was powered by a 143kW four-pot. It won't have escaped your attention that these cars and the GT-R are not alike.

Understand the scale of Nissan's engineering achievement and you'll grasp why the GT-R team were on a different planet. Cue racing domination, packs of arseholes, the birth of the Playstation generation and a whole host of other stuff you can dredge up on the web. Nissan was doing incremental gains before the phrase ever entered the common vernacular. No longer could premium sports cars owe more to the engineering fundamentals of the 1970s. The R32 GT-R was a genuine game-changer and that's why you should want one.

Prices start at around $38,000, but we'd recommend spending a good deal more. That'll get you a fairly tired early Japanese import, and with almost 44,000 R32 GT-Rs built between 1989 and 1994, it's not

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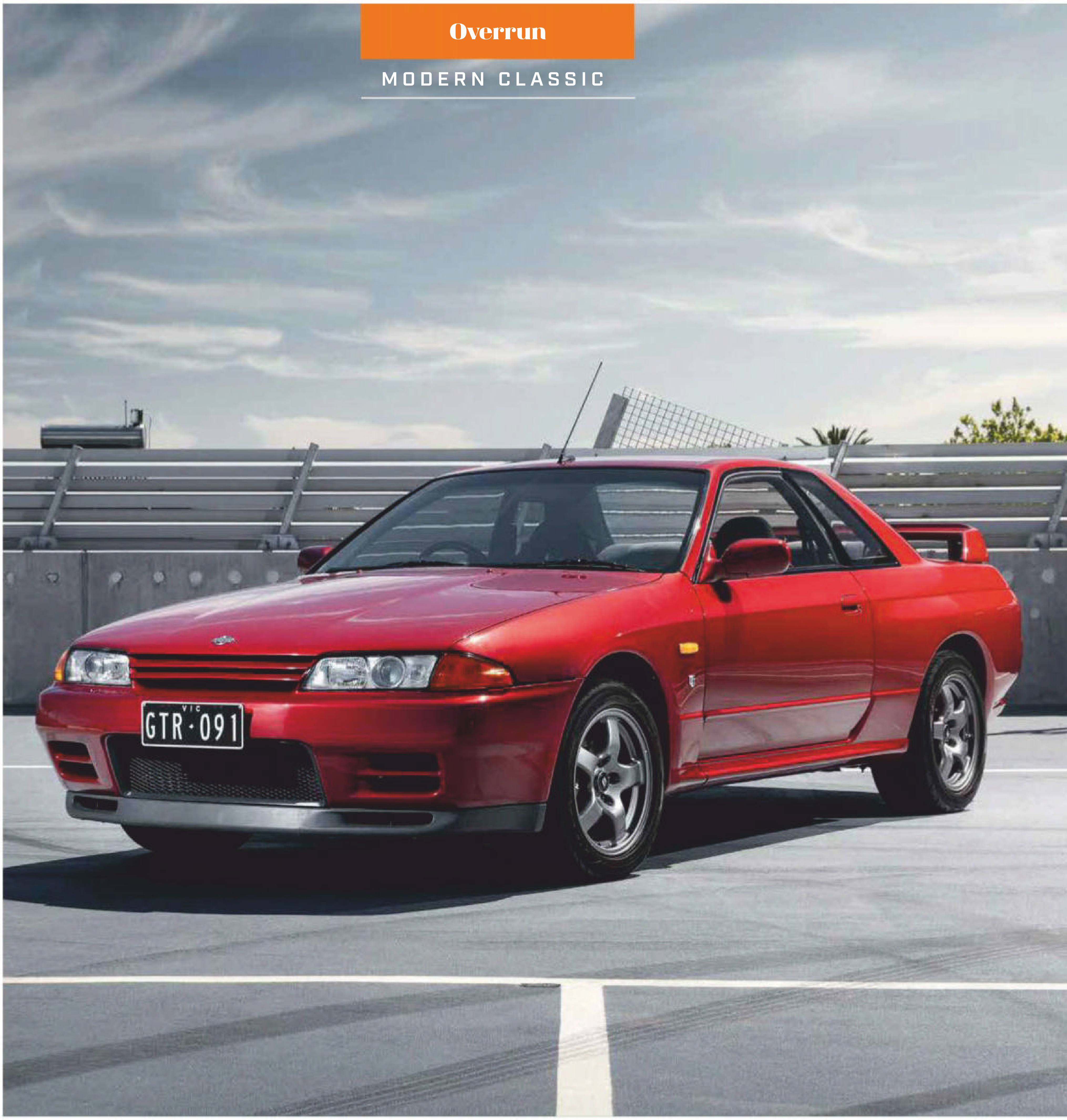
THE GOOD

Interesting handling, liveable ride quality and overall ruggedness make the GT-R a great used buy. That and the fact that good ones are appreciating rapidly

THE BAD

Plenty of tired examples about can make buying a bit of a patience-testing ordeal. Don't expect to keep up with something like a Hyundai i30 N on give and take roads



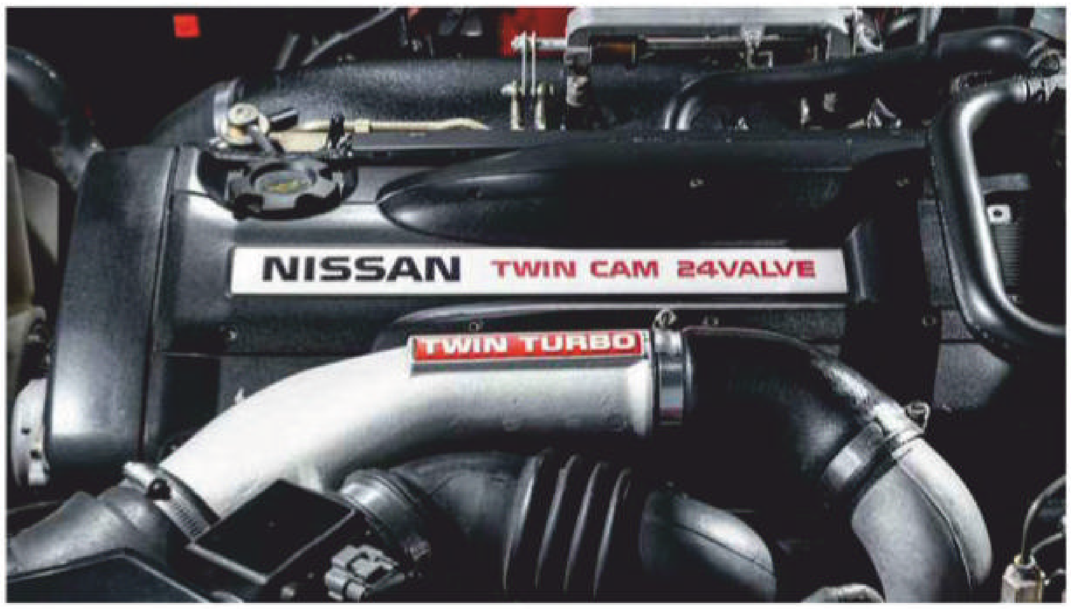
WHO OWNS ONE?

NISSAN SKYLINE R32 GT-R

ALEX AFFAT – BRIGHTON, VIC

"Mine is a Crystal White Series 3 R32 GT-R built in June 1994. It has had the engine rebuilt, which was a requisite of mine as many still on their original unopened blocks will likely be in need of one. It's no 30PSI/500kW monster, though, and has stayed largely true to original. It features some period-correct Nismo items, such as N1 front bar ducts, three-piece side skirts, and a set of Nismo LMGT3 wheels. Interior was largely original bar the double-DIN head unit, an ECU controller and a single oil pressure gauge."

> "Prices took a steep jump in 2014 thanks to the USA's 25-year import rule, but I'm not selling. This is my 'forever' car"



FAST FACTS

Most popular colours are Gun Grey Metallic (45 percent of cars, paint code KH2), followed by Crystal White (18 percent, code 326), Black Pearl Metallic (13 percent, code 732), and Spark Silver Metallic (12 percent, code KL0). The rarest hue is BL0 Greyish Blue Pearl with only 141 takers.

in and of itself a rare thing. Many at this lower end of the market will need significant work. Far more desirable is the middle tier in which the specials reside. The R32 GT-R V-Spec was sold in two editions totalling 2756 cars, while the Nismo and GT-R N1 homologation versions add 560 and 245 units respectively. The upper echelon of collectability is represented by Australian-delivered cars, of which there are just 100. Look for a Nissan Australia compliance plate and vehicle code 40ZKBNR32RX.

True gold dust? One of only four HKS Zero-R GT-Rs recently sold at the BH Auction sale during the 2019 Tokyo Auto Salon, and now in Australia. Melbourne-based workshop V-Spec Performance was the last paddle standing when the bidding stopped at A$212,000. The 2.8-litre, two-seat 441kW HKS car is so far removed from a standard GT-R that it wears no Nissan badges, and there was enough interest in the work HKS carried out that the Sultan of Brunei ordered one of the four.

Aussie R32 GT-Rs were built at Nissan's Murayama factory and shipped during May and June of 1991. A second tranche of 50 cars rolled from the same production line in August. The six-month ADR program had a modest $250K budget, and required Nissan to factory fit an uprated oil cooler, side intrusion bars, a different windscreen and a revised rear muffler amongst 250 changes. All vehicles were landed in Melbourne where local compliance items such as child-seat restraints, a fuel-filler restrictor and a high-mount stop-light soaked up 50 man hours per car. Australian-market cars also featured Blaupunkt stereos, a roof-mounted aerial and replacement speedometers that read to 260km/h. Colours? There were 37 each in Jet Silver and Red Pearl Metallic with the remaining 26 finished in Black Pearl Metallic. Prices for these cars start at around $75,000 and go up from there dependent on condition and odometer reading.

Contrary to popular opinion, which holds that the Skyline and its RB26DETT lump are in the Keith Richards/Nokia 3210 bracket of indestructibility, these cars do have some inherent issues and require 5000km servicing. Stock boost should be in the region of 0.8 bar and oil pressure 2.0 bar at idle. High boost and low oil pressure are both cause for concern. Most well looked after Skylines will have had a rebuild of engine and/or turbochargers at some point as neglect can lead to spun bearings, failing ceramic compressor vanes and failing oil pump drives. The latter issue was a niggle rectified from February 1993 onwards.

Body corrosion can be an issue on Japanese market cars, and look for crash damage on the front chassis rails. The bootlid supports are underspecified for the weight of the rear wing and water can leak into the boot. The brakes probably age the R32 more than any other component and many owners upgrade to larger discs with better warp resistance. Clutches are easily fried with repeated standing starts, and excess driveline shunt or clonking from the rear end under acceleration is often indicative of tired rear driveshafts or diff. Interiors tend to be hardwearing but seat bolsters can wear thin and most cars will have had gauges replaced.

The 25-year US import rules have made clean import R32 GT-Rs increasingly expensive and hard to find and the same will apply to R33s in a couple of years' time. Tracking down a decent Aussie car will reward you one of the landmark cars from the turn of the Nineties and one which makes a rock-solid investment. As with anything that promised next-level tech a quarter of a century ago, the R32 GT-R can seem quaint when compared with something like a modern hot hatch, but perspective is everything. The respect the R32 is held in was earned the hard way.

ANDY ENRIGHT

Overrun

PEOPLE

The main act

PATRICK DEMPSEY GAVE UP A LIFE OF STARDOM TO FULFIL HIS MOTORSPORT DREAMS

PATRICK Dempsey is best known for his former role as neurosurgeon Derek 'McDreamy' Shepherd in *Grey's Anatomy*. Less well known is the US actor's passion for Porsches, both as a collector of road cars, and as a Le Mans racer and co-owner of Dempsey-Proton Racing – he's a modern-day Paul Newman.

Dempsey inherited his passion for racing from his father, who ran a 'short-track' stock-car team. "I remember getting a Matchbox model every Friday night off him, listening to the Indy 500 on the radio in the 1970s, and watching a prototype speeding down the Mulsanne Straight at Le Mans. It just went on and on, so fast, and I thought 'I want to do that!' I never thought I'd get there."

Now 53, Dempsey regrets not racing until his 30s, when he underwent a course at the Panoz Racing School before contesting the 2009 Le Mans in a Ferrari F430, placing 30th overall. Things stepped up a gear in 2013 ahead of a GT campaign in the World Endurance Championship.

"I've never spent so much time in a car as that year. [Porsche racer] Patrick Long coached me, and we were in sprint cars, karts, off-roading, testing constantly – it was a lot of seat time."

Fitness, too, became crucial. "There's acting fit, which is more superficial, and there's reality [for racing]. You need the cardio, the core strength, your shoulders, your neck, and you only get that if you're constantly pounding out laps and training. I don't think people understand how physically demanding racing is."

A podium at Le Mans was the ultimate goal. Fourth place in 2013 brought Dempsey and his co-drivers tantalisingly close, and they returned to achieve the dream with second-in-class in 2015. The greatest success, however, came at the 6 Hours of Fuji, where Dempsey, Long and Marco Seefried won GTE Am.

"It was like winning the championship!" remembers Dempsey.

Achieving this goal also prompted him to step away from driving duties.

"I thought to myself 'how much faster can I get; what's realistic?' But I also wanted to stay in motorsport and being a team owner is absolutely as satisfying.

"One of our guys is Julien Andlauer. He's 18, French, and raced at Le Mans for the first time [in 2018] – it was special to give him that opportunity."

Indeed, Andlauer won GTE-Am at Le Mans 2018, alongside Aussie factory Porsche talent Matt Campbell.

Talk naturally leads to Dempsey's Porsche collection. "My latest addition is a '61 Porsche Junior tractor. I also own a '72 911 T and an '82 911 SC with a 3.6-litre conversion that I worked on with Patrick Long. I'm also fortunate to own the latest 911 R – to me that's priceless."

But it's Porsche's first car, the 356, that was Dempsey's "first significant purchase", and likely his next.

"I'll never sell my '63 356 cabriolet, and right now, I'm looking for an early '50s 356 coupe."

Dempsey plans to enter rallies with his future 356. "I won't be racing at the level I once did, but I'll still be doing it – some karting, trackdays and race programs in future – because now I'm into it, I just need it for my soul."

Dempsey won just a single World Endurance Championship race as a driver, but his Dempsey-Proton Racing team won three times in its first year, taking victory at the 24 Hours of Le Mans, 6 Hours of Silverstone, and 6 Hours of Shanghai in 2018, all with Matt Campbell

STAR POWER

CELEBRITY ENDORSEMENTS DON'T GET MUCH FASTER

Porsche has long had pulling power with the world's rich and famous, from James Dean and his 'Little Bastard' 550 Spyder to modern-day mega-celebrities like Khloe Kardashian and her 911 Turbo S Cabriolet. However, there are some stars who take their passion for Stuttgart to the next level, and have added Porsche racers to their stables.

'68

STEVE McQUEEN
The *Bullitt* star owned many Porsche road cars, as well as 917 and 908 racecars he competed in

'79

PAUL NEWMAN
Newman won multiple titles with Nissan, but he also finished second outright at Le Mans in '79 in a Porsche 935

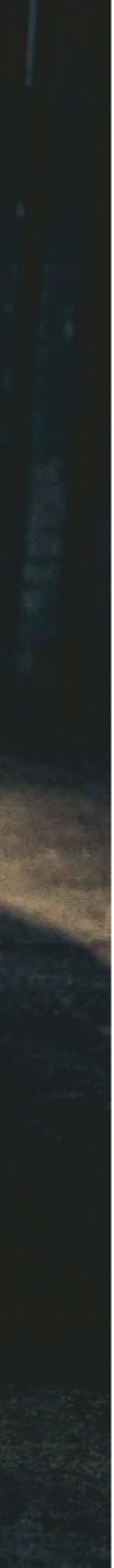
'70

JERRY SEINFELD
US comedian Seinfeld owns around 150 cars – most prized is his 1970 908/03 Targa Florio-winner

'99

ERIC BANA
Bana might be more famous for his XB Coupe, but he raced a 996 GT3 in the Porsche GT3 Cup and Australian GT

CLUB PERMIT
0219-H3
VICTORIA



Block of flats

A DISUSED DAIRY HOSTS THE CREAM OF CLASSIC PORSCHE METAL

MUSEUMS ARE, by their nature, intriguing places. It's not so much the buildings themselves, of course, unless you're talking the Guggenheim, as the content housed within. Yet every now and then, someone strikes the perfect marriage of content and container. Or, in this case, Hangar and Banger.

While much of the car world waits patiently for manufacturers and local representatives to host events like Ferrari Racing days or Porsche's Rennsport Reunion, there are more impatient and determined people who take it upon themselves to organise get-togethers. The first Hangar Banger was a unique and imaginative combination of a soon-to-be-demolished World War II hangar in Geelong, Victoria, and some of Australia's most beautiful Porsches. It began in January 2018 and was the creation of the team at Porsche Forum Australia (PFA).

A relatively impromptu group of P-Car aficionados and their suitably disparate array of interesting Porsches gathered as a final send-off for the building, which should have made it a one-off event. But the idea was too good to let die, and the name stuck. The ethos behind the Hangar Banger passion project was to provide an inclusive (and unique) environment for owners and admirers alike.

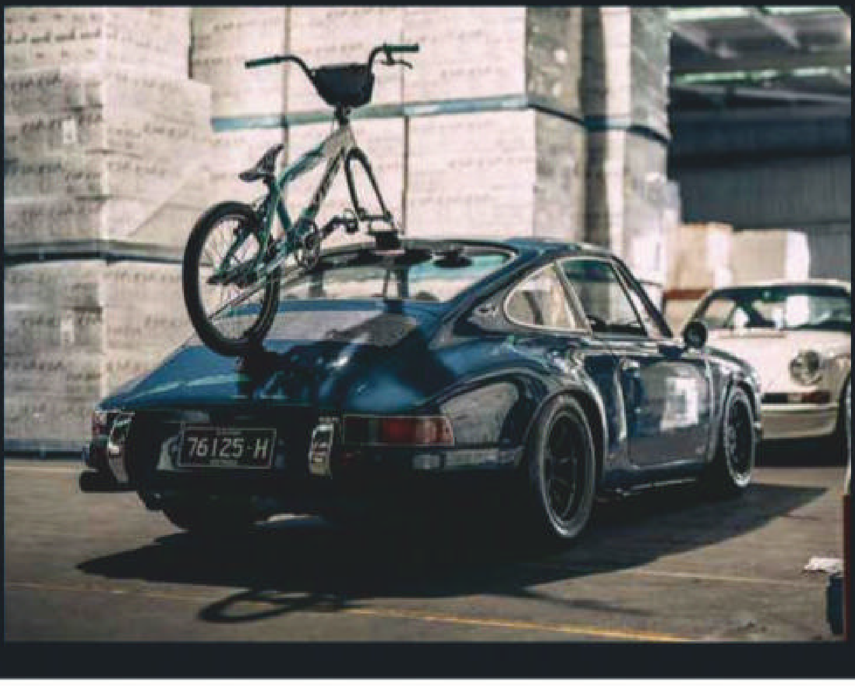
"We weren't expecting a whole lot from the initial event, but it was designed as a swansong for the building before it was developed into a hotel, and it was such a success we thought 'this has to be an annual thing'," says event organiser John Orchard.

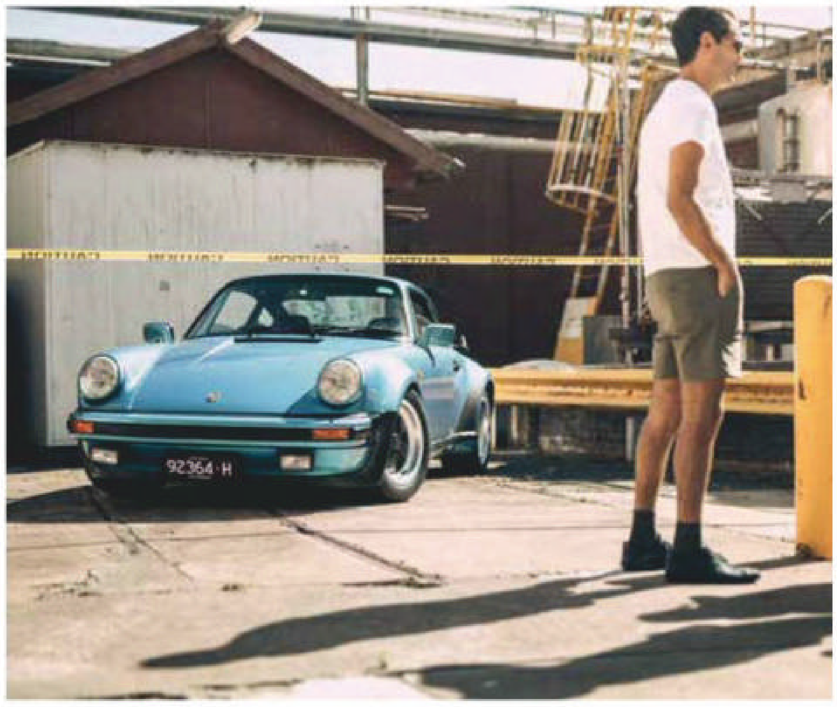
"I don't expect to have events more frequently than that, because planning takes a long time, but I'd like to see Hangar Banger move around to other unique buildings to give each year a different flavour."

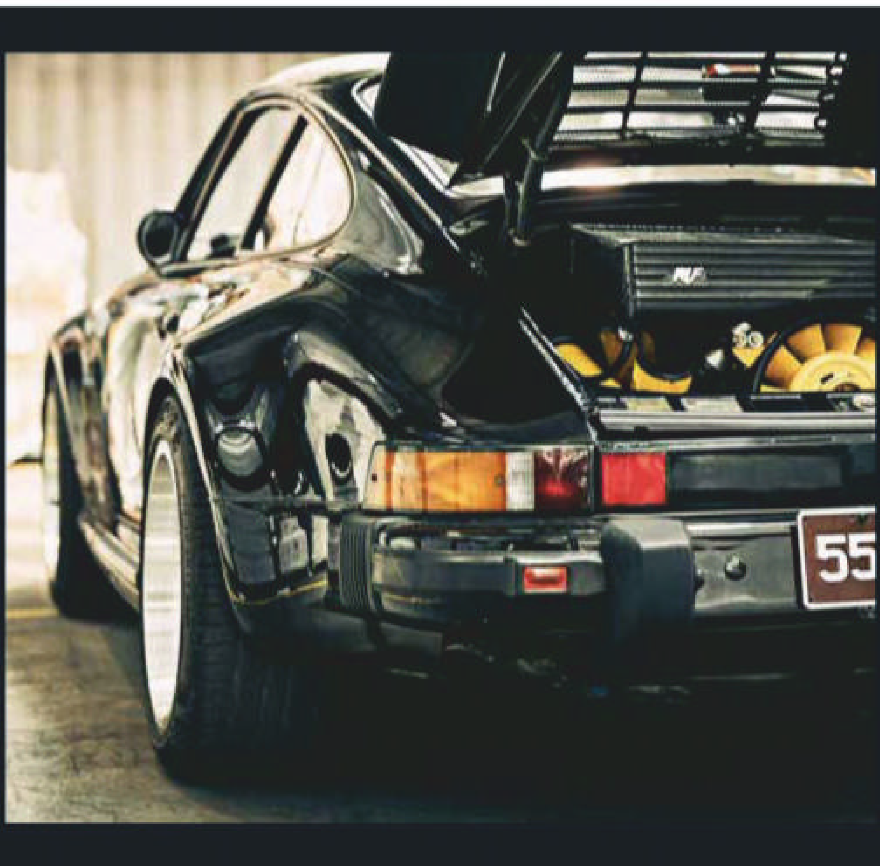
This year the team really knuckled down to plan an even bigger and better version for Hangar Banger II.

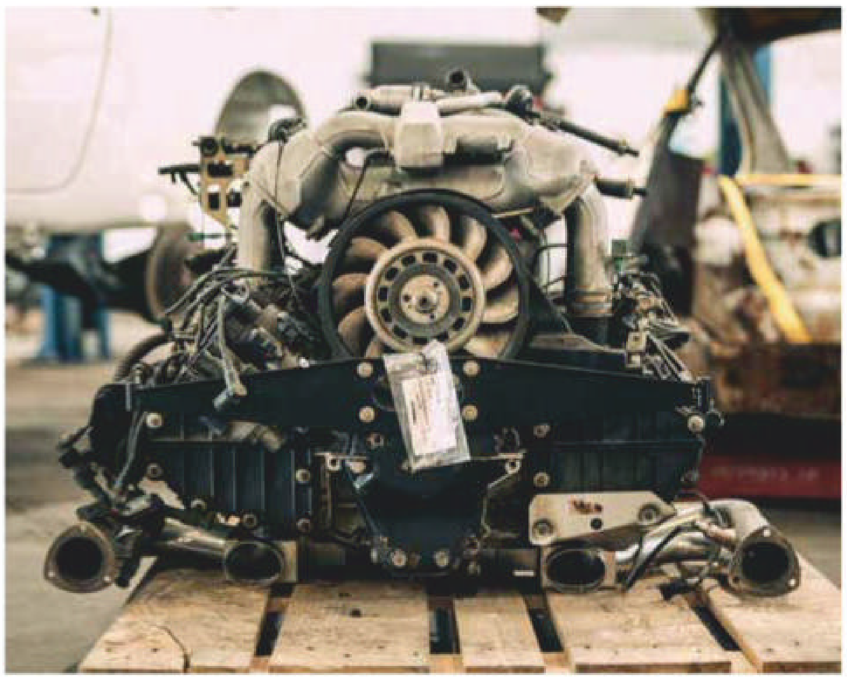
Teaming with Cororooke-based Porsche workshop Skunk Werks, PFA ended up hosting more than 300 Porsches in a recently acquired former dairy factory, now used as Skunk Werks' base of operations.

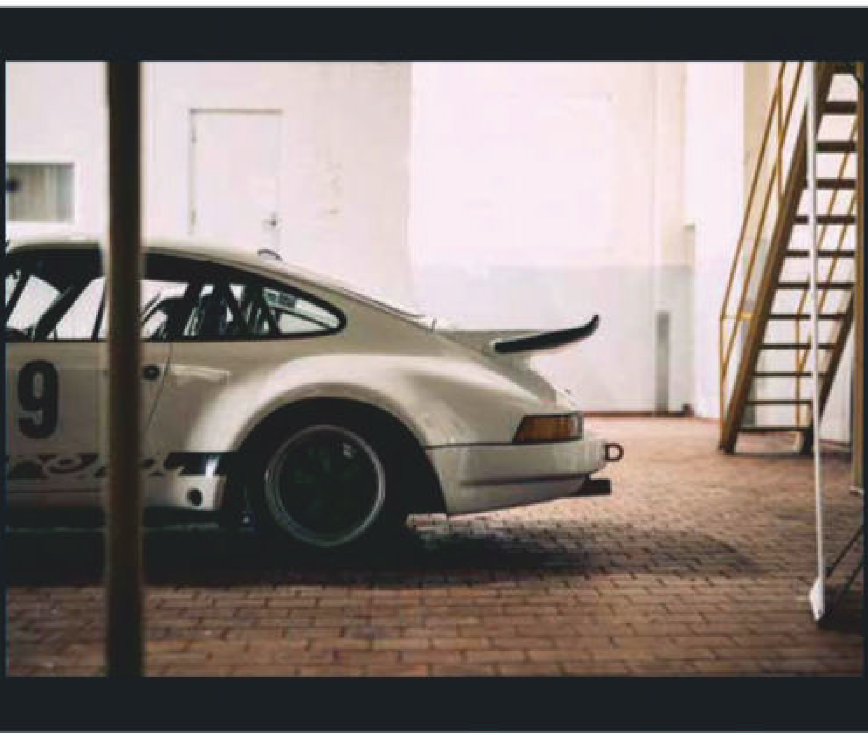
Never one to miss a good car hangout, *Wheels* was in attendance and was graciously supplied with a 2009 Porsche 911 GT2 (997) and a 2011 Porsche Boxster Spyder (987) in which to unobtrusively blend in, thanks to Porsche specialist ThePorschaDen Classic.

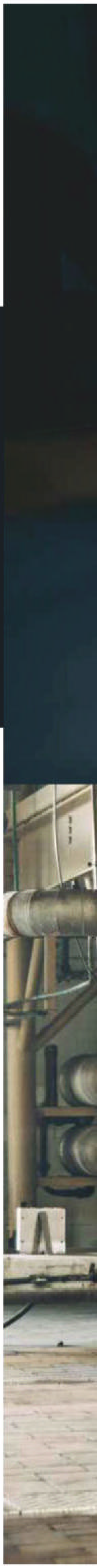












BORN IN THE USA

Although no-one at Hangar Banger mentioned it, the event closely resembles the wildly popular Luftgekühlt show, which began in 2014, in Venice, California. That pre-1998-focused event was started by Porsche factory racer Patrick Long, and was initially an informal hangout for his like-minded Porsche mates such as Magnus Walker, Patrick Dempsey and Jeff Zwart. Now in its sixth year, the event has expanded to Europe and even draws in people like Jerry Seinfeld, who showed up in his 904 Carrera GTS in 2016.

While a derelict factory isn't the first location you might think of to host such a storied collection of cars (this one is mainly used to store vast amounts of wine and cars awaiting panel work), its 'abandoned' charm lending a careworn industrial contrast to the exhibits.

From early 356s all the way to the current 991 GT2 RS, a kaleidoscope of Porsches is dotted randomly throughout a dozen factory buildings. Around every corner lurks another rare 911, including a genuine one-of-three slantnosed Ruf BTR 930 Turbo. Developing between 370kW and 520kW depending on low or high boost, the story is that the Ruf factory actually lost track of this car and only became aware of its location when the new owner wrote to the factory late last year.

Walking the grounds we found Porsches in every nook and cranny, some hidden among factory equipment in darkened rooms. Tucked away in the corner of a shadowy boiler room was a sinister-looking 356 Outlaw with a matte black paint job and contrasting red interior.

The quality of some of the builds on show was top drawer. And even when they weren't quite period correct, concours-restored or factory-fresh examples, no one was turning their noses up.

Take Roland Paterson's labour-of-love 1968 912 for example. It's a hot rod by Porsche standards, and the build took five years, all of it by his own hand. His decision to fit the 3.2-litre six-cylinder from a 1985 Carrera means the short-wheelbase classic now goes "an awful lot quicker than Zuffenhausen ever intended."

"I restored and sold a 356 before I bought the 912 without an engine," he says. "I love the sleeper aspect of the 912 – it can be quiet and unassuming but with the exhaust open it sounds properly mean."

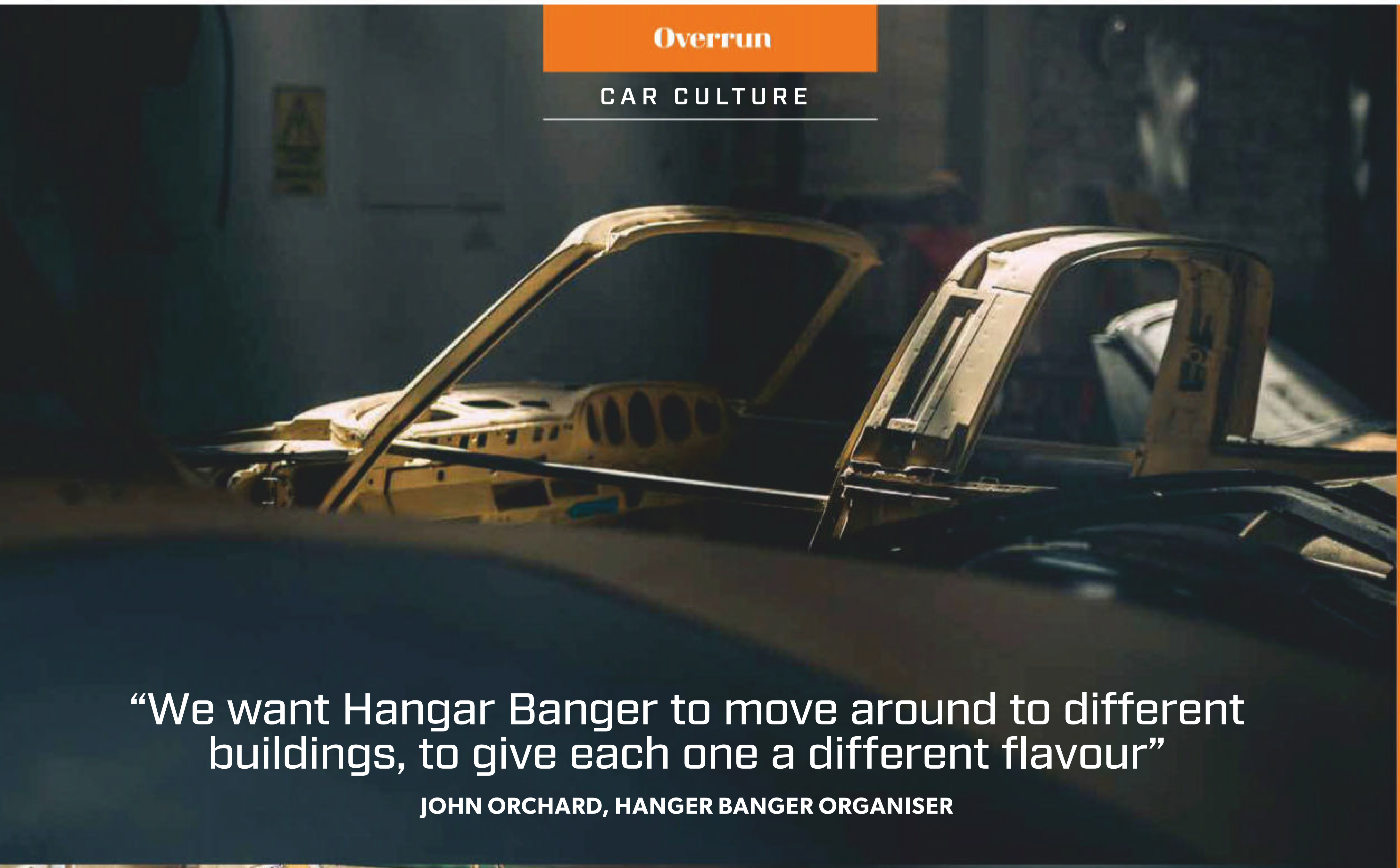
Outlaw metal not your taste? How about an immaculately presented, multi-million-dollar silver 356A Carrera GT owned by Porsche HQ itself? Porsche Australia brought this stunner along as a way of spruiking the fact that its Melbourne dealership has been awarded Porsche Classic accreditation, which allows it to officially restore classic Porsches.

After hearing whispers of two 964 3.6 Turbos hiding somewhere, we hunted down various alleys and corridors, finally finding the metallic blue and purple examples parked among crates of wine.

The owner of the purple rarity, Simon Ansell, snapped up his 1994 Turbo from Sydney. "It was modified when I bought it so I returned it to 90 percent factory spec," Simon says. "I took it down to the first Hangar Banger that John organised at his old building in Geelong, which was really a great event for Porsche owners."

After a day of finding hidden gems in dark corners, there really wasn't much more a Porsche enthusiast could ask for. Hats off, then, to the dedicated few who've created an inclusive event. The laidback nature of Hangar Banger, and its quirky choices of venue, add up to a stroke of genius. Sometimes the best exhibitions don't involve museums at all.

TOM FRASER



> “We want Hangar Banger to move around to different buildings, to give each one a different flavour”
>
> **JOHN ORCHARD, HANGER BANGER ORGANISER**

Replica or not, this orange IROC (International Race of Champions) 911 still sees regular track time

Porsche Classic Racing
90
911

FORGED CARBONFIBRE

HIGH-FIBRE DIET KEEPS LAMBORGHINI CARBON COMPONENTS REGULAR

CARBONFIBRE is a composite material comprised of two key ingredients. Fine fibres provide enormous tensile strength and component stiffness, while a resin holds the fibres together and helps form the part's shape. Since it was invented, manufacturers and material specialists have been increasing the strength of carbonfibre by improving the fibre volume fraction; the ratio of carbon to resin. The more fibres you can squeeze into the component, the stronger it becomes. It's also more consistent. A void of resin within the material (or even worse – an air bubble) is a weakness, so filling more of the space with fibre also reduces the chance of component failure.

That's where Lamborghini's 'forged' carbonfibre comes in. Instead of hand-laying many sheets of fibre mat into a mould, which is labour intensive and can introduce defects, a mixture of chopped fibres and resin is forced into a closed mould. The extreme pressure excludes air and excess resin and allows intricately shaped components to be produced.

The Lamborghini Huracan Performante's spoilers and fins are perhaps the most well-known application of the material, but Lamborghini has also produced prototype suspension arms and even con-rods. The aesthetic difference is immediately obvious. Instead of the trademark woven appearance of traditional carbonfibre, forged carbon has a random fibre arrangement and a unique marbled look.

It's lighter, stiffer, more reliable, looks cool and it's driving down the cost of high-tech composite materials. That's why you're going to see a lot more forged carbonfibre in many applications, including cars.

1

DRIVING FURTHER

Golf equipment manufacturer Callaway partnered with Lamborghini to develop forged carbonfibre, and the resulting high-tech clubs took a little Lambo influence for their name too. Callaway says its Diablo Octane drivers will drive a ball eight metres further than the previous model.

2

STRONG CONNECTIONS

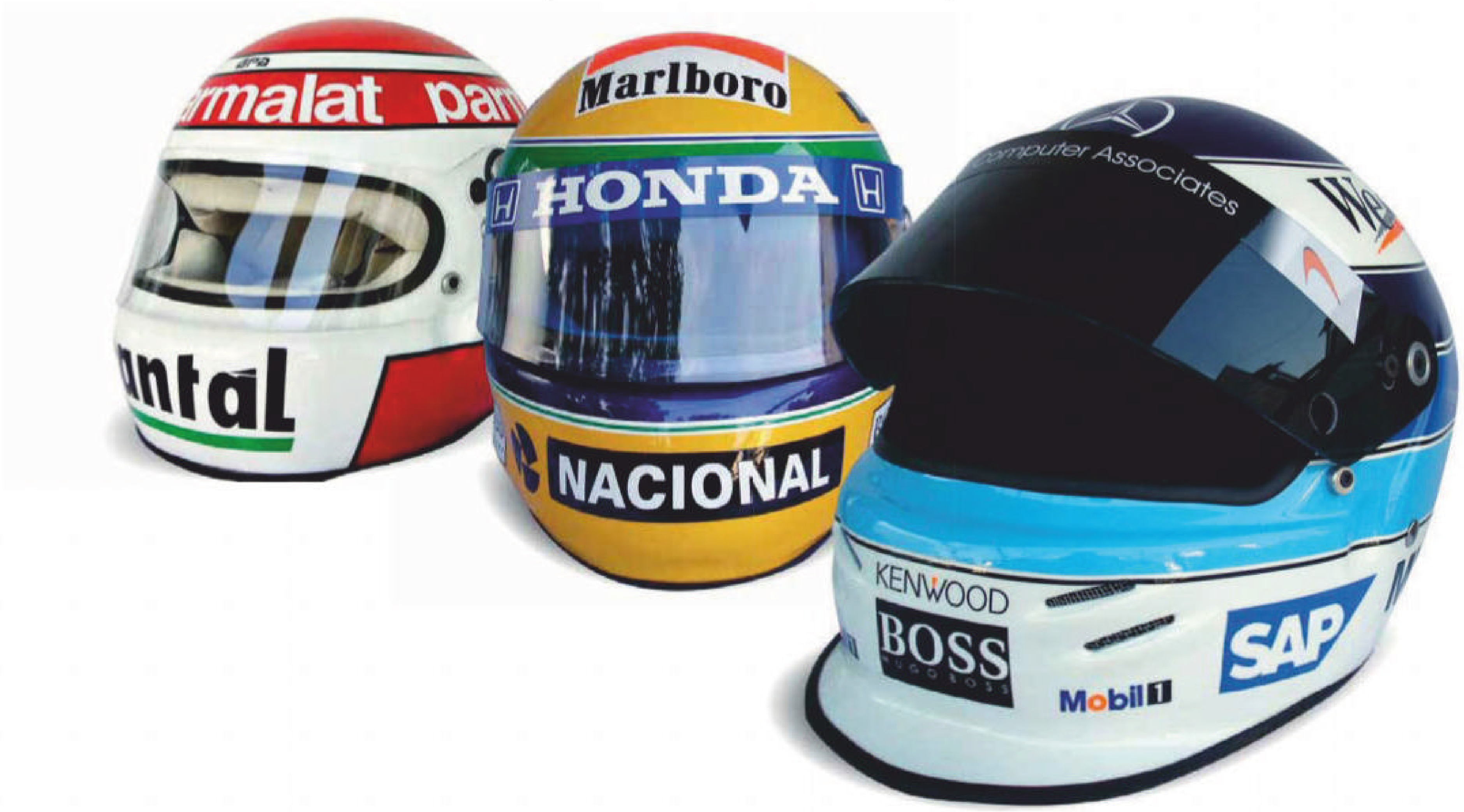
With a density one third that of titanium but greater in strength, the potential of forged carbonfibre is obvious. Lamborghini's next-gen V12 is likely to get forged carbon con-rods; around 50 percent lighter than current steel components. That means lots of revs and big power.

3

LIGHT SHOW

Forged carbon debuted at the 2010 Paris motor show with the reveal of the Lamborghini Sesto Elemento. Its suspension arms and monocoque used the forged material and thecar's name translates to 'sixth element', a reference to the atomic number of carbon.

TOP GEAR



FULL FACE OFF

CLASSIC F1 REPLICA HELMETS

Who had the best helmet design in F1? Coming to a decision is a lot more fun when perusing CM Helmets' site. They offer 1:1 replica helmets with proper polycarbonate visors, like the 1981 Nelson Piquet item, the iconic 1992 Ayrton Senna lid and the 2001 Mika Hakkinen bone dome pictured here. Priced at USD$699 with free worldwide Fedex shipping, the company has a 25 year track record and supplies to customers such as the Jaguar Museum. www.cmhelmets.com

WATCHES

TAG HEUER CARRERA CALIBRE 02T TOURBILLON NANOGRAPH

The TAG's bezel is made from forged carbonfibre and instead of a boggo silicon balance spring, the THCC02TTN uses a carbon version more resistant to changes in temperature, gravity and magnetism for unparalleled accuracy. **$34,955**

SWATCH 'THE JOURNEY IS THE REWARD'

Proof that you don't have to drop four figures to enjoy a Swiss-made chronograph on your wrist. This Swatch is the resuult of a collaboration with snowboarding legend Jeremy Jones; it features a stainless 43mm case and is water resistant to 30 metres. **$260**

GARMIN DESCENT MK1

Like a Fitbit on Nitrox. Not only will the Descent do everything you expect from a wearable, including heart-rate monitoring powered by a 19-day battery, plus the navigation and global positioning features Garmin is known for thanks to a three-axis compass, gyroscope and altimeter, the Mk1is also a dive computer. **$1399**

FIRST

Drives

THE NEW METAL THAT MATTERS, TRIALLED AND TESTED

CERATO'S FORTUNES BOOSTED AS HATCH JOINS THE LINE-UP

UNDER THE bonnet; under the bum … anywhere you look at the new Kia Cerato GT, you'll find clear evidence as to why it costs a neat $10K more than its (auto-equipped) base model brethren.

The bump in equipment and trim is fairly predictable; what's most noteworthy – and transformational – is the turbo four-pot engine, dual-clutch 'box and independent rear suspension.

The GT (mostly) gels to deliver a likeable warm hatch (or sedan) that majors on grunt and driveaway value, if pulling up a bit short of being a cut-price driver's delight.

Before we get too deep into the GT, though, allow us a quick range recap, given that a hatch variant has just joined the sedan launched late last year. Now, with the addition of the range-topping GT, the eight-strong line-up offers four spec levels – S, Sport, Sport+ and GT – across two body styles, opening with a manual S at $19,990 and topping out with the $31,990 seven-speed GT (all prices driveaway.) Sensibly, no premium is charged for hatch or sedan bodystyle, and that seven-year warranty can't be ignored when looking at the value equation.

Speaking of value, while we acknowledge that the number of private buyers opting for the manual base car will be minuscule, it shouldn't be instantly dismissed. For starters, the manual transmission, while offering nothing special in terms of shift quality, does help mask some of the engine's shortcomings. Remember that all three grades below GT are fitted with the old port-injected atmo four, and it's not an engine brimming with vim or joy. In fact, it's a bit of a nail – it demands a decent rev to deliver any torque (192Nm at 4000rpm), but gets shouty and uncouth in the upper mid-range, and then bawls like you're inflicting physical harm if you insist it sniffs the 6200rpm redline.

So, granted, no transmission is ever going to fully paper over those cracks, but at least the manual allows you to nurse it around more precisely in the less rowdy zone, and avoid the occasional noisy flare of revs when prodding the six-speed auto for a kickdown.

The base models also deliver a ride comfort advantage by virtue of rolling on chubby-sidewalled 205/55 16 rubber. Sharp edges at suburban speeds aren't as intrusive as further up the range, where the wheel and tyre combo steps up to 17s on Sport and Sport+, and then to 18s on the GT.

The hatch bodystyle will win the greater share of the sales split, even

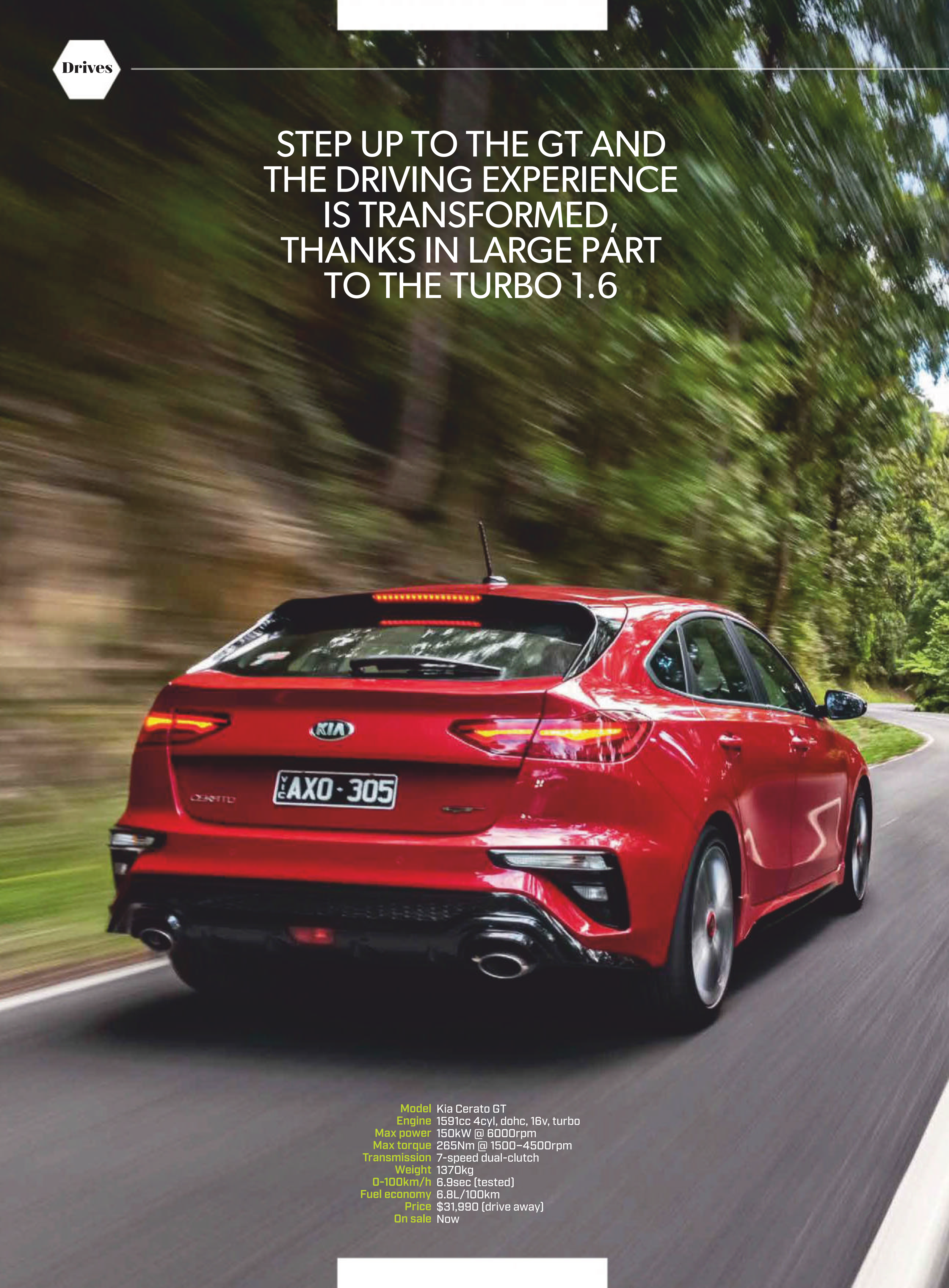
Handy performance; equipment; roomy cabin; warranty

PLUS

MINUS

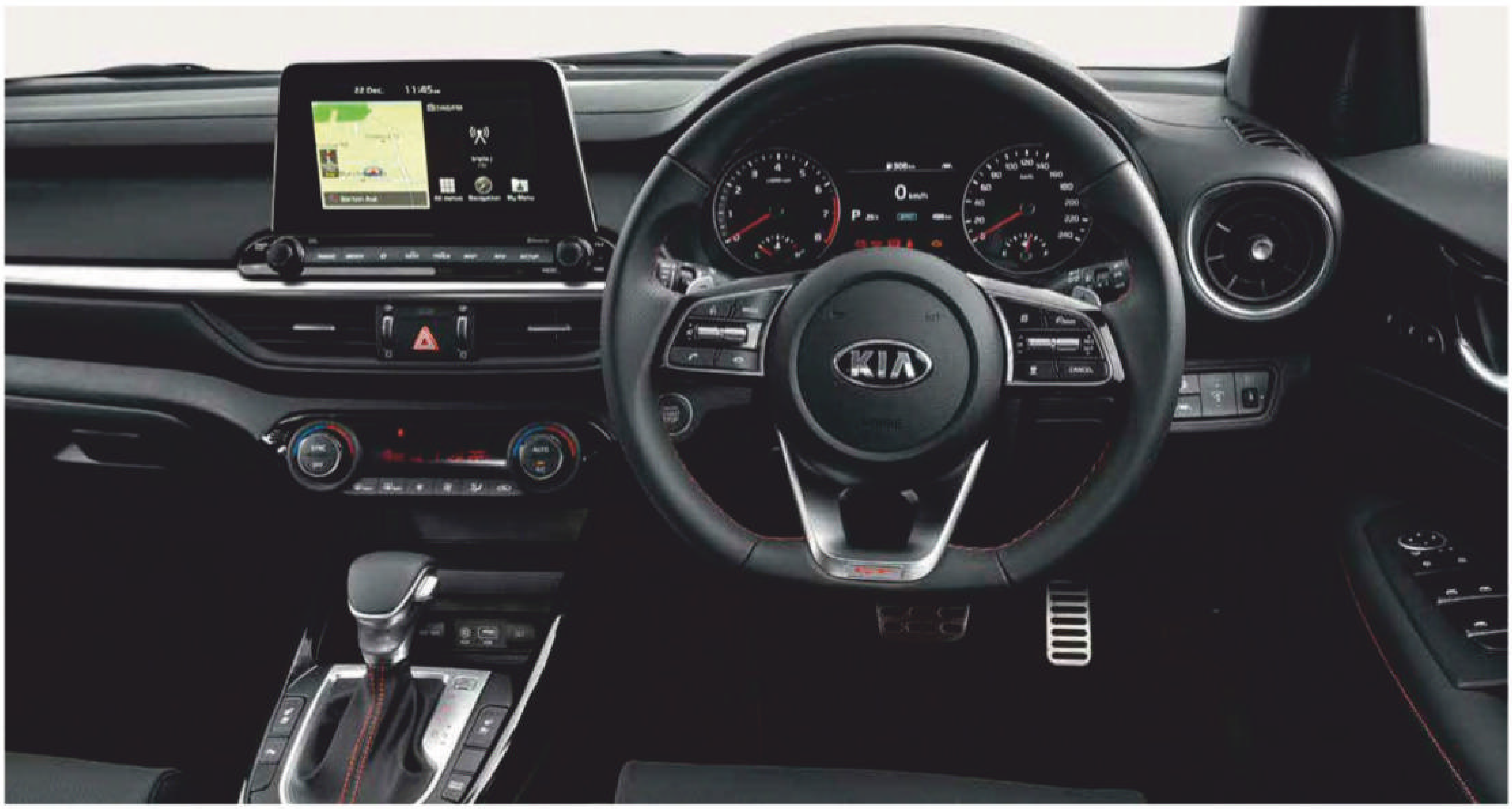
Ride comfort; road noise; intrusive ESC

Chateau Yering
Historic House Hotel
Restaurant – Cafe
AXD 305



STEP UP TO THE GT AND THE DRIVING EXPERIENCE IS TRANSFORMED, THANKS IN LARGE PART TO THE TURBO 1.6

Model	Kia Cerato GT
Engine	1591cc 4cyl, dohc, 16v, turbo
Max power	150kW @ 6000rpm
Max torque	265Nm @ 1500–4500rpm
Transmission	7-speed dual-clutch
Weight	1370kg
0-100km/h	6.9sec (tested)
Fuel economy	6.8L/100km
Price	$31,990 (drive away)
On sale	Now



GT cabin adds a dash of flash via flat-bottom wheel, alloy pedals, and more supportive seats with heating and cooling

though its seats-up luggage capacity of 428 litres is easily eclipsed by that of the big-booted sedan, at 502 litres. The hatch expands to 741 litres with seats folded, and obviously has significant loading and practicality advantages.

It's also worth mentioning that both S and Sport models can be optioned with a $1250 safety pack that includes blind-spot monitoring, rear cross-traffic alert and more sophisticated AEB capable of detecting pedestrians and cyclists. Base S misses out on sat-nav (but all have Apple CarPlay and Android Auto as compensation) and neither S nor mid-spec Sport offer auto climate control. But other than some additional relatively minor trim and convenience bits, there are no major hardships to endure at the lower end of the range.

Step up to the GT, though, and the driving experience is transformed, thanks in large part to the 1.6-litre, direct-injected turbo-petrol four that's also used in the Hyundai i30 N-Line. It produces 150kW and 265Nm, and makes a world of difference to how the Cerato drives. Instead of that hollow and languid mid-range delivered by the 2.0-litre atmo, the 1.6 turbo boosts early and feels eager and strong. At higher revs it's not exactly hushed, but it's way less intrusive and strained-sounding compared to the 2.0-litre.

Fact is, though, you really don't need to stretch it to maximum revs to hustle along swiftly or overtake quickly. Upshifting at around 5500rpm is ample for even press-on driving conditions, and there's not a huge amount to be gained by wringing it out anyway. Also aiding its response is the move to a seven-speed dual-clutch transmission. Only when really on the pedal does it reveal itself as not the sportiest box of cogs on the block. Driven hard in Sport mode, it doesn't always fully grasp the subtleties of what your right foot is doing.

There is driver satisfaction to be had from the revised chassis tune and improved wheel and tyre package. The software for the steering power assistance has also been recalibrated to deliver more weighty, driver-centric feel through the wheel, and there's ample grip from the 225/40 R18 Michelin Pilot Sport 4 rubber.

The trade-off is ride comfort – the tune feels firmer than it needs to be for this segment; not utterly plank-like, but leaning more towards 'futon' rather than 'pillow topper' and it can get tiring.

So yes, along with more ride compliance, we'd like a more sonorous engine note at high revs, and more leniency and subtlety to the calibration of the stability control system.

But is the Cerato GT enough to properly challenge the main players in the warm-hatch segment? To answer that question, turn to page 76.

ASH WESTERMAN

The Rival

HONDA CIVIC RS HATCH

$32,290

You'll find the Cerato GT's main rivals on p76, but if none of those light your fire, you could always consider the roomy and mostly agreeable Honda Civic RS, also offered in hatch and sedan bodystyles. But fact is, the RS badge is a bit of a misnomer, because the Honda doesn't rise to any real warm-hatch heights. It's down on power and torque compared to the GT – by 23kW and 45Nm – and lags by around 0.5sec to 100km/h. Oh, and its CVT is a bit of a buzz-kill.

SUZUKI JIMNY

COMEBACK KID SERVES UP A WINNER

Model Suzuki Jimny
Engine 1462cc 4cyl, dohc, 16v
Max power 75kW @ 6000rpm
Max torque 130Nm @ 4000rpm
Transmission 5-speed manual
Weight 1075kg
0-100km/h 14.0sec (estimated)
Fuel economy 6.4L/100km (claimed)
Price $23,990
On sale Now

FOLLOWING up a much-loved classic is a tough act, and while the third-generation Jimny was properly ragged after racking up a full 20 years in production, there was still no shortage of aspiring members for the Jimny fan club. But the ingredients were long past their use-by date.

A successor was needed, but would the Jimny's reinvention be Suzuki's 'New Coke' moment? In short, no. Hell no.

An upright two-box silhouette, retro-tastic cues and a five-slot grille flanked by two cheerful round headlamps got car fans salivating – the new Jimny oozes old-school cool. What's more, it's finally modern as well. Now on sale in Australia in a single spec, up-to-date mod cons like touchscreen infotainment, sat-nav, climate control, smartphone mirroring, AEB and cruise control bring some civility to the Jimny formula, and all for just $23,990.

Meanwhile, the cabin furnishings boast just as much nostalgic appeal as the exterior. New front-seat rails permit 45mm more travel for taller folk (although the steering wheel still doesn't adjust for reach, just rake), and there's 53 litres more cargo space with the rear seats folded.

Given their flat cushions and general uselessness, you're probably better off keeping those rear pews stowed. As for the front seats, there's no height adjustment and long-distance comfort clearly isn't the Jimny's forte, but the elevated viewpoint and generous glasshouse are just the thing when trying to pick your line off-road.

The engine remains a small-capacity, naturally aspirated petrol, taking drive to all four wheels via either a five-speed manual or a four-speed auto, plus a dual-range transfer case with an endearingly traditional stumpy selector between the seats. There is, however, a layer of new tech to help those old-school mechanicals along.

Improved refinement, off-road talent, retro styling, feature-rich

PLUS

MINUS

Not spacious, not comfy, bouncy highway ride

The Jimny laughs at off-road tasks that would make heavier metal sweat. Or sink

There are no fancy traction-enhancing locking differentials in the new Jimny, but it can mimic their effect by using the stability control to brake diagonally opposed spinning wheels. We exploited that to good effect at its local launch, which saw the tiny Jimny cock a wheel or two plenty of times, only to quickly regain forward progress as the brakes did their thing.

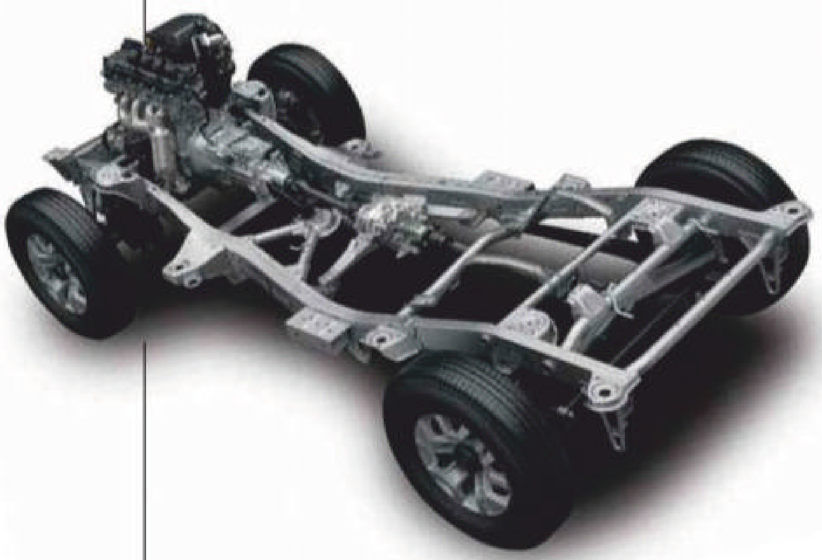
Losing traction should be a rare event. With 210mm of ground clearance and tiny overhangs, dragging the Jimny's guts over rocks won't be a frequent occurrence, while even the standard all-terrain rubber isn't challenged by dry dust, gravel or sand. Praise be to live axles and their superior articulation.

A 1075kg kerb weight means it treads lightly off road, but on-road performance is where the Jimny experience falls a little flat. With 75kW and 130Nm, the new Jimny makes 12.5kW and 20Nm more than the old, but it still feels asthmatic. If you opt for the manual, you'll be making plenty of use of the gear lever. Picked the automatic? Get ready for wide gaps between each ratio, which leave you wishing for six cogs rather than four.

The Jimny's all-new 1.5 litre spins fast at 110km/h in both variants, but actually emits a pleasant, muted thrum rather than a buzzy droning. And while there's plenty of vertical movement from that soft suspension on-road, impact harshness has largely been dialled out. Overall refinement is actually not as terrible as you might assume, and its steering has lost the woolly, on-centre vagueness of old.

The new Jimny is David to the LandCruiser's Goliath, and its formula of compactness, agility, lightness and, above all, affordability make it a supremely loveable machine. Despite its flaws, the new Jimny has all the makings of an instant classic.

TONY O'KANE



STRONG FOUNDATIONS
Chassis tech doesn't stray from established Jimny doctrine, although the steel ladder frame boasts 150 percent more torsional rigidity. Bush-bashers will be pleased that live axles still sit fore and aft, with coil springs, recirculating ball steering and more ride height to help it conquer off-road trails.

HYUNDAI i30 N FASTBACK

OUR HOT HATCH BENCHMARK IN 'LONGTAIL' FORM

Model Hyundai i30 N Fastback
Engine 1998cc 4cyl, dohc, 16v, turbo
Max power 202kW @ 6000rpm
Max torque 353Nm @ 1500rpm
Transmission 6-speed manual
Weight 1429kg
0-100km/h 6.1sec (claimed)
Fuel economy 6.9L/100km
Price $41,000 (estimated)
On sale March

LATE LAST year, *Wheels* gave the Hyundai i30 N the nod over the benchmark Renault Megane RS. Not bad for the Koreans' first proper hot hatch.

Now comes the follow-up: the i30 N Fastback. Essentially it takes the hatchback, drops the roof 21mm and flows it into a tail some 120mm longer. It's like the relationship between the Mercedes-AMG CLA45 and A45 hatch, only the price gap between Fastback and hatch is is much less. Aussie pricing is TBC, but European pricelists suggest it'll be barely two percent more expensive than the hatch, so probably a shade under $41K.

The Fastback might look more sensible, but it hasn't lost its puckish fun because the important stuff remains much the same; namely a 202kW 2.0-litre turbo engine, slick-shifting manual gearbox and a front-drive platform with multi-link rear suspension.

There is 12kg extra over the rear wheels, and minor tinkering to chassis settings, namely five percent softer front springs, slightly less aggressive bump stops, a 0.8mm thinner front anti-roll bar, and a new rear camber-control bar. Don't think this positions the Fastback as a softer kind of proposition, though, because these changes will soon carry over to the hatchback.

Perhaps the steering feels a tad lighter (it's still weighty), the suspension slightly less gnarly (it's still firm), but fundamentally this remains an excellent steer.

Plentiful power means you can exploit the balance, and the 2.0-litre's delivery always feels juicy and willing, whether it's boosting from 2000rpm or revving past 6000rpm. More power wouldn't hurt, except there's already some torque steer and scrabble under heavy throttle from hairpins.

Other demerits include sports seats that perch you up like a toddler at mealtime, and a large space between the brake and throttle to stop grandma confusing the pedals rather than encouraging heel-and-toe.

The Fastback's boot is 55 litres larger, however traffic behind is less easily seen through the raked rear screen, and tall passengers might grumble about rear headroom. Otherwise, choosing between the i30 N duo is really down to personal preference, rather than one being markedly superior.

BEN BARRY

PLUS Precise steering; body control; chassis balance; brake feel

MINUS Rear visibility; chasm between throttle/brake; cabin plastics

Model Mercedes-AMG C63 S sedan
Engine 3982cc V8 (90°), dohc, 32v, twin-turbo
Max power 375kW @ 5500-6250rpm
Max torque 700Nm @ 2000-4500rpm
Transmission 9-speed automatic
Weight 1680kg
0-100km/h 4.0sec (claimed)
Fuel economy 10.4L/100km
Price $160,900
On sale Now

MERCEDES-AMG C63 S

SOFTER AT HEART, AND BETTER FOR IT

I DON'T EVEN have to leave the carpark to discover this updated Mercedes-AMG C63 S is an improvement in the one area it needed it most: ride quality. For all its goodness (bombastic V8 engine, absurdly talented chassis, a doddle to slide) the outgoing C205 C63 could be truculent to live with day-to-day.

It was overly firm, even in its softest suspension setting, which is why I wince slightly as I approach a mean-looking, squared-off speed hump in this new car. But … hallelujah! No thumps, no nasty shockwaves, just a welcome dose of compliance. Nice.

Better news is that this newfound civility isn't even the biggest headline in this heftier-than-most mid-life update. That goes to a new nine-speed gearbox – lifted from the E63 S – and to an armada of fresh driving modes and control systems.

A 'Slippery' setting has joined the old car's existing Dynamic Select modes (Comfort, Sport, Sport+, Race and Individual), and AMG has doubled down on customising the C63's handling balance with something called 'AMG Dynamics'.

Essentially this controls the aggression of the rear differential and how it interacts with the stability control through four stages: Basic (no slip, normal driving), Advanced (swift progress, a little ESC leeway), Pro (fast back roads, small neat slides), and Master (bigger angles, more fun).

If it all sounds a little dense and complicated, it can be, especially as there are now multiple ways to adjust and customise the settings, including new toggle switches that hang from the steering wheel spokes. These are fitted with tiny, customisable LCD touch screens that can alter the damping, diff, exhaust, engine and also operate the new nine-stage traction control system inherited from the flagship AMG GT R.

It can verge on tech overload, but take some time to familiarise yourself and it soon becomes intuitive.

On a winding backroad, this new C63 is devastatingly effective. Outputs from the 4.0-litre V8 haven't changed (375kW/700Nm), but the new gearbox's additional ratios and ability to choose the right gear at just the right moment is a night-and-day improvement over the sometimes clunky old seven-speeder. The handling systems are deftly calibrated, too, and do a brilliant job of making you quicker, and massaging your ego without spoiling the fun or making the experience feel artificial. Then there's that extra degree of suspension compliance.

Interior update brings new steering wheel, digital instruments and larger central screen

Even withstanding the styling upgrades, like the addition of the Panamericana grille and the generational leap inside, this updated C63 is a significant improvement. It's still as exciting and as hilarious as ever, but now has the depth and subtlety it needed to reach true greatness.

ALEX INWOOD

PLUS Best engine in class; greater compliance; armada of deftly calibrated control systems

MINUS New systems can verge on tech overload; Performance seats a little too firm

FORD ENDURA

LARGE SUV MOVES UPMARKET TO STAKE FRESH TERRITORY

CONVEYING the appropriate message to the target market is crucial when branding a model. Hence the Endura isn't being marketed as a replacement for the COTY-winning, home-grown Territory. No, Ford has gone to a self-proclaimed upper class with the model that now fills the 'large' quotient of its SUV lineup.

Three trim levels (Trend, ST-Line and Titanium) are offered with the choice of front or all-wheel drive – the latter a $4000 premium. Prices start at $44,990 and rise to $67,990, which isn't pocket money. Somewhat justifying the outlay is the fact that even the Trend comes standard with SYNC 3 infotainment, Automatic Emergency Braking with pedestrian detection, adaptive cruise, lane keep assist, active noise cancelling and eight airbags.

While the Endura's exterior is current Ford chic, the cabin looks and feels a generation older… because it is. Despite the rotary e-shifter requiring acclimatisation, the pragmatic interior is ergonomically sound with plenty of soft-touch materials.

Dimensionally, the $48,990 Endura Trend tested is marginally shorter than the Territory, but it's wider, taller and sits on a longer wheelbase. Head and legroom are h-u-g-e for rear-seat passengers and the boot amasses 602 litres (800 to the roofline), or 1857 litre with the 60:40-split pews folded.

Powering the Endura is a 2.0-litre four-cylinder turbo diesel (the only unit available at launch). The figures of 140kW and 400Nm are strong, but it's no firecracker when lugging 2038kg. Still, there's pulling power when you need it and the average fuel economy of 6.7L/100km seems achievable.

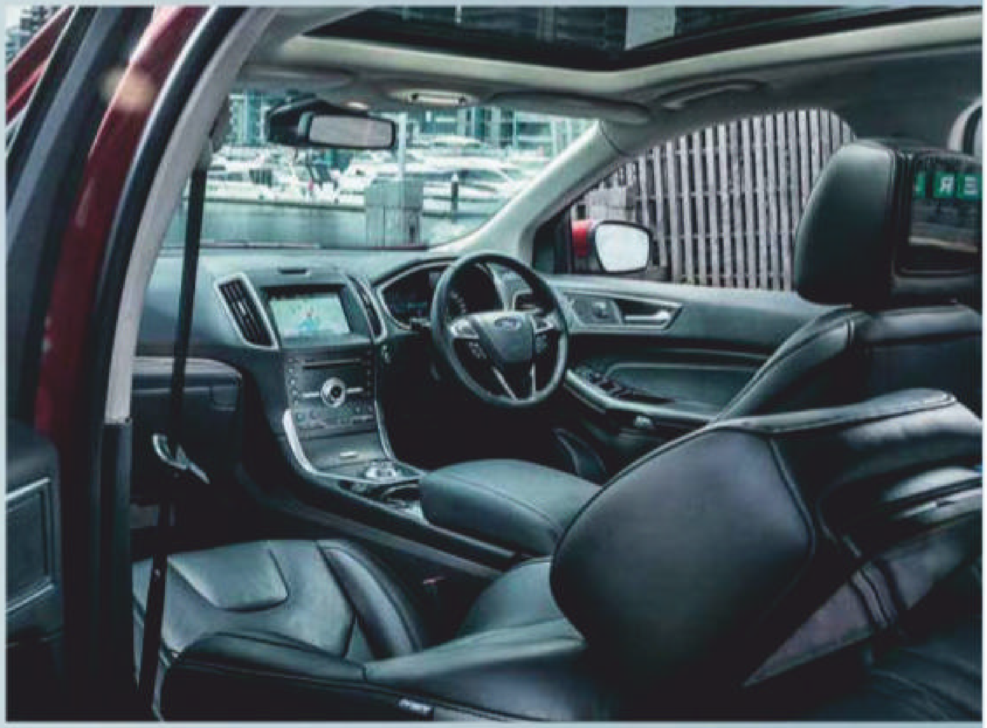
Overtaking pace isn't a strong suit (and the 2000kg towing capacity is 700kg down on the Territory oiler), but the four-pot diesel ties in well with the smooth-shifting eight-speed automatic.

On changes of direction, the Endura can't quite escape its two-tonne heft, yet there's a level of body control and agility matched with well-sorted damping. Undulations are handled with aplomb and the steering offers agreeable weight and tactility.

Urban ride quality is sharp over sawtooth potholes (even with the 18-inch alloys) and the noise-cancelling tech can't quite quell all the tyre roar. There's torque vectoring for the all-

PLUS Loaded with tech; massive boot; myriad storage compartments; decent dynamics; frugal

MINUS Top-end pricing too expensive; no seven-seat option; dated interior design; it's no Territory



Endura's cabin feels a generation behind the chic look of the exterior, but ergonomics are sound

wheel-drive system, but the need to opt in for drive to be sent to the rear axle seems nominal – especially when it adds $4000.

Yes, there's much to like about the Endura. It's a capacious, practical and tech-laden SUV with decent dynamics.

For those needing a full-size five-seater with exterior style and interior features, the Trend is the wallet-conscious sweet spot. However, some Endura models are too expensive and all of them are two seats too short.

Ford has tried to fill the Territory's size-12 shoes with the Endura's size-10 feet. And that's not the sort of message that's going to go unnoticed.

TRENT GIUNCO

Model	Ford Endura Titanium AWD
Engine	1995cc 4cyl, dohc, 16v, turbo diesel
Max power	140kW @ 3500rpm
Max torque	400Nm @ 2000-3000rpm
Transmission	8-speed automatic
Weight	2077kg
0-100km/h	8.2sec (claimed)
Economy	6.7L/100km
Price	$67,990
On sale	Now

the facelifts

Was it worth all the effort?

SUZUKI VITARA

WHAT'S NEW?

Suzuki's mainstay small SUV has received much-needed improvements in both safety equipment and interior quality. Minor exterior changes are accompanied by small price rises. Diesel ditched from range.

HAS IT WORKED?

Despite no mechanical changes, Vitara is still decent to drive. AEB has been added to turbo models, and interior changes go a long way to improving quality.

MERCEDES-BENZ X350D

WHAT'S NEW?

This is the first X-Class to be fitted with a proper Mercedes-Benz drivetrain. New 3.0-litre turbo-diesel V6 sends 190kW/550Nm through a 7-speed auto.

HAS IT WORKED?

The X-Class finally feels like the ute we expected from Merc. Gutsy V6 has effortless performance, making this a tireless workhorse and a capable recreational tool.

LAMBO HURACAN EVO

WHAT'S NEW?

Almost everything has been fettled (aero, suspension, styling, cabin), and the V10 now produces 470kW. Rear-wheel steer is new, lifted from the unhinged Aventador SVJ.

HAS IT WORKED?

It's resoundingly brilliant and a seismic step beyond the previous-gen car. Sense of occasion and ability only get better harder the harder you push.

AUDI Q8

ELEVATING THE FLAGSHIP

Model	Audi Q8 55 TFSI
Engine	2995cc V6 (90°), dohc, 24v, turbo
Max power	250kW @ 5500rpm
Max torque	500Nm @ 2900 – 5300rpm
Transmission	8-speed automatic
Weight	2145kg
0-100km/h	5.9sec (claimed)
Economy	9.2L/100km
Price	$128,900
On sale	Now

IT SHOULDN'T come as a dramatic surprise that, in an age of sliding sedan sales contrasted by an inverse boom in SUV registrations, Audi's new halo model is an all-paw wagon on stilts. Naturally, it has pinched most of its A8 sibling's toys – the four-ring flagship since 1994 – and swaps out the A for a Q.

While a 50 TDI diesel and 500kW RS Q8 are inbound, for now the Q8 arrives with just a single petrol powertrain, a 55 TFSI boot badge and a $128,900 price.

For that cash you get a compelling kit list including an S line styling pack that's usually an expensive extra. The softest Valcona leather with maximum front seat adjustment is also fitted as standard; something Q7 customers have to shell out for. It's not just a scalped Q7, though. Rolling on the VW Group's MLB Evo platform, it's related to both the A8 and Q7, but dimensionally, it sits between the Q7 and Q5.

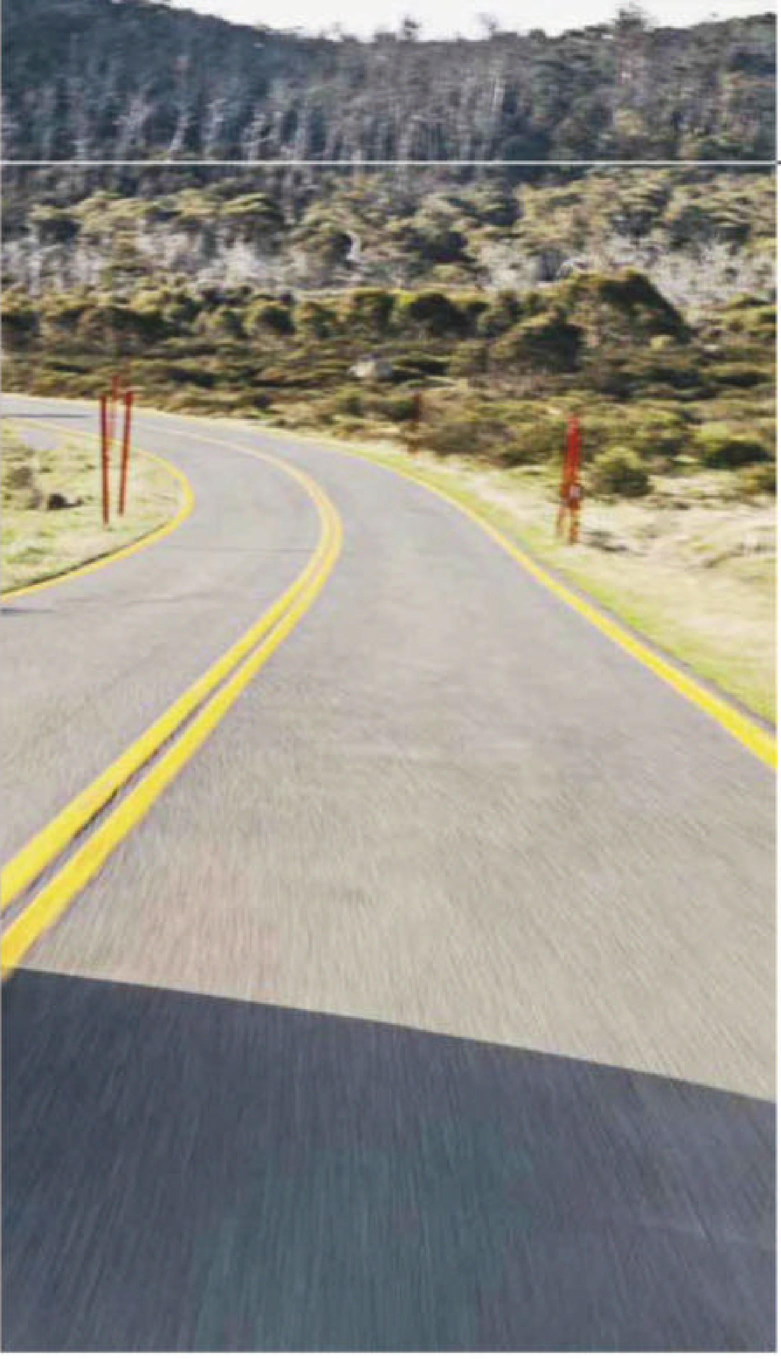
Unsurprisingly, the Q8 features the company's fully digital Virtual Cockpit instrument cluster, but is complemented by another pair of displays in the centre of the cabin. Both feature the same touchscreen tech pioneered by Porsche which requires a good prod to select functions and responds with satisfying haptic feedback. Not only does this approach remove switch clutter but it enhances the typically understated and beautifully stylish interior design.

Q8's lush, tech-rich interior is enough to make an A8 owner just a little green

As usual, there's the irresistible Audi options list and our test car had been upgraded to the tune of $40,000, most of which you could live without, but if you had to pick just one box to tick it would have to be the adaptive air suspension.

Unfortunately, the more sophisticated chassis set-up is only available as part of an eye-watering $11,000 Premium Plus package, which bundles a heap of other goodies including 22-inch wheels, dynamic indicators and headlights, four-zone climate and lovely mood lighting.

The Q8's 3.0-litre turbo V6 powertrain is a cracker. Outputs of 250kW and 500Nm will see it step off the line cleanly for a 5.9sec sprint to 100km/h, while the efficiency gains from its belt-driven starter/alternator system



are claimed to save 0.7L/100km for a combined consumption figure of 9.2L/100km. The eight-speed auto connected to continuously variable quattro all-wheel drive is similarly notable for its seamless sophistication.

The Q8 is not the most inspiring Audi to drive. Yes, its body control is commendable even on standard steel coil springs with adaptive dampers and, when floating on air, the resistance to bodyroll is good. But the Q8 certainly is at its most impressive when cosseting all occupants in quiet comfort. And therein lies the Q8's real selling point.

It combines handsome styling with a certain presence like no other Audi SUV before it, packs A8 class, comfort and kit but with added all-terrain ability, all for a price that's a massive $63,000 more affordable than the cheapest A8. Ingolstadt says the Q8 is the new high-riding flag-bearer, but it may also be the value hero of the entire Audi line-up.

DANIEL GARDNER

PLUS Dashing design; impressive standard kit; relaxing ride and cabin

MINUS No seven seat option; air suspension only available in option pack

Coming attractions

The new metal we're driving next issue

PORSCHE MACAN

1

The best-selling model in Porsche's range has been updated for 2019. Exterior changes are relatively subtle; most obvious is the full-width rear LED tail-light treatment. Of more interest is the revised engine line-up, and overhauled interior with larger screen and added tech.

AUDI RS5 SPORTBACK

2

Packs the same 331kW/600Nm wallop as the RS5 coupe, but the new Sportback sprouts an additional set of doors while still wearing the same $157,700 price tag. Apparently the design is inspired by the unhinged Audi 90 quattro IMSA GTO racer from the '80s. We don't see the resemblance, but appreciate the reference.

BMW 3 SERIES

3

A pair of four-cylinder models will spearhead the 3 Series line-up locally. The first of the seventh-gen 3 Series models will be arriving Down Under imminently, with both the 320d and 330i available. The latest generation of BMW's adaptive M suspension is offered standard on the 330i, lowering the ride height by 10mm and adding electronically controlled dampers. Will it help BMW in the quest to reclaim its drivers' car crown?

Twin

THIS MONTH'S NEWCOMER TAKES

VOLVO XC90

The contenders

The fourth-generation BMW X5 squares off here against the incumbent large-luxo SUV champ, Volvo's XC90. Both nameplates are represented in AWD diesel form, with an extra dash of sportiness via M Sport and R-Design styling packages. With a retail of $101,900 the Volvo establishes an early lead against the X5 xDrive30d and its $112,990 sticker, but it's the elder statesman of this twin-test, having launched way back in 2015.

The Swede oozes charisma and has long been a *Wheels* fave, but the BMW is now longer, broader and taller than before. The new G05-series X5 also rocks significant under-the-skin changes, all courtesy of its new CLAR architecture that also underpins the G11 7 Series and G30 5 Series. After the fairly lukewarm effort that was the F15 X5 that preceded it, BMW's new family size SUV looks like it has the right ingredients to bring the X5 nameplate back into fighting form.

Equipment and value

The X5 is already at a price disadvantage, but compensates with impressive standard-equipment inclusions. A huge glass sunroof, LED headlamps, a massive 12.3-inch screen with one of the most sophisticated infotainment set-ups around, a head-up display, leather upholstery and a bevy of electronic driver aids should see most buyers wanting for little, although it's easy to inflate the price tag even further, with our tester wearing an extra $13,870 in options.

The Swede isn't exactly lacking, either. On top of the usual luxuries it has semi-autonomous driver aids of its own, plus quad-zone climate control (not standard on the X5), a pano sunroof and seven seats by default – a feature that costs around $7000 extra on the X5 as it's bundled with air suspension.

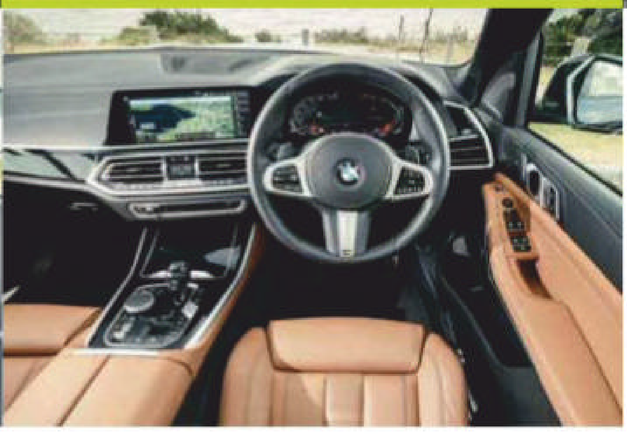
Assigning a victor is tricky. The X5 has greater showroom sizzle, but logically, the Volvo is $11K cheaper, has similar equipment levels, and more seats, which is why it takes the win.

Model Volvo XC90 D5 R-Design
Engine 1969cc 4cyl, dohc, 16v, turbo
Max power 173kW @ 4000rpm
Max torque 480Nm @ 1750-2250rpm
Transmission 8-speed automatic
Weight 2069kg
0-100km/h 7.7sec (claimed)
Fuel economy 5.9L/100km
Price $101,900
On sale Now

Test

ON THE CLASS BENCHMARK

BMW X5



Model BMW X5 xDrive30d
Engine 2993cc 6cyl, dohc, 24v, turbo
Max power 195kW @ 4000rpm
Max torque 620Nm @ 2000-2500rpm
Transmission 8-speed automatic
Weight 2110kg
0-100km/h 6.5sec (claimed)
Fuel economy 6.7L/100km
Price $112,990
On sale Now

Space and comfort

It's a tough call, here. Both the X5 and the XC90 flaunt a premium cabin ambience, yet each has its own distinct flavour. The X5 is like a modern nightclub, with colour-shifting ambient lighting, opulent leather upholstery and that massive widescreen commanding your attention, while the optional harman/kardon stereo ($1300) of our tester took the club vibe even further. It's spacious, too, with the X5's second row offering more legroom than before, but it's worth noting that a third row is a cost option for the X5 30d.

The XC90, meanwhile, is like a country retreat. Its leather is softer, the application of chrome highlights more restrained, and its portrait-oriented screen is a subtler but wonderfully intuitive part of the interior. The Volvo is also a more accommodating thing for those in the back, with integrated sunblinds in each rear door, quad-zone climate control and a seven-seat configuration as standard. Its boot is also enormous, making it the more comfortable and practical choice.

How they drive

The previous-gen X5 was a disappointment from behind the wheel – largely due to dull, lifeless steering and tepid dynamics – but the new car has much more to give, even in entry-level diesel form. Its diesel inline six is especially refined for starters, making the slightly grumbly XC90's diesel four sound truck-like by comparison. The BMW is also properly gym-toned, easily shifting its 2.1-tonne mass to highway speeds without raising a sweat. But what really impresses is the blend of comfort and handling of the X5 on the optional adaptive air suspension. It's a box that's well worth the extra $2300 outlay, taming lumpy tarmac with ease while still being taut enough for a spirited blat. The XC90 also feels surprisingly light on its feet, but its steering lacks the engagement factor of the BMW's more satisfying feel, and the X5's refinement is superior. The XC90 holds a slight edge in fuel consumption, but it does feel a smidge lethargic next to the turbine-like X5. Advantage BMW.

THE VICTOR

Horses for courses

Arriving at a verdict is difficult, particularly if your budget can easily accommodate the BMW and a third row isn't a hard requirement. The XC90 is a beautiful example of how to do an SUV right, and we've been big fans for years, but the G05 X5 is a return to form for BMW and hugely appealing in its own right. For refinement, technology, handling, engine and five-up comfort, the win goes to the X5, but only by the slimmest of margins

Audi
driving experience

WE NEED YOU TO DRIVE AUDI'S FASTEST CARS

To help celebrate our relaunch, Audi is giving one lucky *Wheels* reader the chance to win an unforgettable, two-part Audi driving experience valued at $5500. Part one is a voucher for you and a friend to attend Audi's Dynamic Driving Experience program where the two of you will raise and hone your car-control skills driving the Audi Sport fleet under the expert tuition of Audi's gun instructors. You'll then progress on your own to part two, Audi Sport Pro, where you'll get to experience, at full noise, the V10-powered R8 supercar. It's a brilliant (and safe) way to push yourself and the car to the limit, so for your chance to win, enter your details online at: **whichcar.com.au/DriveAudi**

Win an Audi driving experience

FOR YOU AND A MATE

with wheels

enter at **whichcar.com.au/DriveAudi**

Conditions apply; see www.whichcar.com.au/DriveAudi Open to AU res. 21+ with a current valid, full & unrestricted driver's license. Starts: 31/1/19. Ends: 23:59pm AEST 24/4/19. Limit 1 entry p/p. Draw: 11am AEST 6/5/19 at 73 Atherton Rd, Oakleigh, VIC 3166. Winners at www.whichcar.com.au from 8/5/19. Prize: 1 x Audi Driving Experience ($5,500). Promoter: Bauer Media Pty Ltd (ABN 18 053 273 546) of 54 – 58 Park St, Sydney, NSW 2000. Permits: NSW LTPS/18/30233, ACT TP/18/02347, SA T18/2120.

Quiet pleases

NEW-GEN MAZDA 3 RAISES NEARLY EVERY ASPECT OF ITS GAME TO TAKE A PROPER SHOT AT GREATNESS. BUT IT'S YET TO FIRE UP ITS REAL TRUMP CARD...

WORDS ASH WESTERMAN

MAZDA 3
mazda
California
4896
Feel Alive

WHO knew, after all these years, that there was one easy explanation? Mazda just wasn't trying hard enough. Okay, that's a slightly simplistic and fairly uncharitable conclusion to draw when it comes to dissecting the NVH afflictions that have marred the company's small car for three generations.

But perhaps there is a kernel of truth there, despite its huge sales success. See, zesty performance and keen dynamics have always pushed the 3 to at least podium positions in our small-car rankings. It's mostly been raucous road noise and a bit of upper-rev uncouthness that have tempered our enthusiasm for the 3, especially against the silken refinement of VW's evergreen Golf.

But for this fourth generation, due in Australia around May or June, all that has changed. By declaring all-out war on road noise – including the use of a new production process that sees sound-damping 'nodes' sandwiched between key sheetmetal sections before spot-welding takes place – Mazda has delivered a small car that not only rides and drives with a maturity that could be from the class above, it also seems likely to challenge the Golf Mk7.5 for refinement honours.

Our drive out of Los Angeles took in suburban streets, slab-section freeways and some enjoyable twisty bits up in the mountainous Angeles National Forest above the glittering metropolis. On just about every level, the new 3 deeply impressed. But it's the quietness and overall refinement that really seem to have made the biggest leaps.

The all-new platform delivers a slightly larger car, riding on a wheelbase that's 25mm longer than the outgoing model, but this hasn't translated into any appreciable gain inside the cabin (see sidebar, right.) Sitting behind the driver's seat, set for my six-foot frame, rear head- and legroom are adequate, nothing more.

Eyebrows may also spike skyward at the news that Mazda has ditched the independent rear suspension of the outgoing car in favour of a simpler, cheaper, (and also lighter) torsion-beam arrangement. But it's a more sophisticated take on the basic twist-beam design, and is sufficiently removed from existing hardware to have a patent pending. Chassis engineers insist that, in the real world, it's not inferior to the multi-link layouts used in this class.

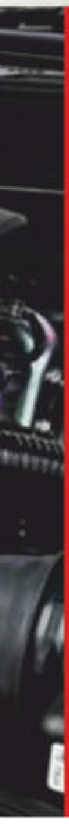
Will you notice the change from the driver's seat? I'm not so sure. What is instantly evident is the improved shape and adjustability of the front seats in the up-spec cars we drove. The driving position feels spot-on, with the dead-pedal and throttle in auto cars placed shoulder-width apart, and the steering column now provides an extra 20mm (for a total of 70mm) of reach adjustment, allowing taller drivers to pull the wheel in closer.

The instrument panel, HVAC controls and centre console appear far less cluttered, with greater practicality provided in things like the dual cup-holders forward of the shifter, and a generous bin ahead of that for phone or sunnies. The multimedia screen is larger – now 8.8 inches – and positioned slightly further away from the driver to reduce the eye-focusing time from the road ahead to the display. Mazda has also bucked the touch-screen trend, claiming it's safer for drivers to navigate the improved system via the larger rotary controller. Okay, but we bet any teenagers in the passenger seat using the standard-fit Apple CarPlay or Android Auto will poke at the unresponsive screen more than once.

As for on-road dynamics, this is a core zone of excellence that may see the 3 throw down a serious challenge to the segment-leading Ford Focus. It will take a comparo to reveal it as fact, but

Overall length of the hatch is 10mm shorter than outgoing model on a wheelbase that's 25mm longer. Cabin space doesn't increase, but refinement and driving experience does

IT'S THE QUIETNESS AND OVERALL REFINEMENT THAT REALLY SEEM TO HAVE MADE THE BIGGEST LEAPS



GET A LOAD OF THIS

As best we can establish, the move away from IRS was essential for the packaging requirements needed for the lithium-ion battery pack fitted to the mild-hybrid version – (for now, at least) a not-for-Oz model which uses a belt-driven integrated starter/generator (ISG) set-up to boost torque by a claimed 12Nm. Boot space in the hatch (pictured right) has actually dropped slightly (was 308 litres; now 295L), so no, the new model is not exactly a masterclass in packaging genius.

Prices? Yet to be confirmed by Mazda Australia. We expect them to rise, but even the base model will include sat-nav and radar cruise. The range will start at around $25,000 (plus ORC) for an entry-level manual hatch, and peak at circa $37,000 for a top-spec auto.

mazda
California
4896
Feel Alive

3 things you should know

one
INTERIOR

Especially evident in upper-spec models is the move to better-quality materials; from the stitched dash top to the padded lid of the generous console box, as well as the uniform slickness and tactility of every button and switch. Even the warning chimes and the ticking sound of the indicators have been acoustically buffed for a more premium impression.

two
TECHNOLOGY

Revised multi-media system on larger 8.8-inch (non-touch) screen delivers improved functionality. Head-up display for top-spec models ditches pop-up plastic reflector for superior projector system. Unconfirmed for Australia is a traffic-jam assistant that integrates the adaptive cruise control and lane-keep assist to accelerate, brake and steer for you in heavy traffic.

three
DRIVETRAINS

At launch, the 2.0-litre and 2.5 petrol fours carry over with a handful of combustion and efficiency changes that have only a tiny impact on peak outputs. Good engines, both, but in Q3 the SkyActiv-X petrol engine arrives, promising strong torque and low consumption thanks to a supercharger and (spark-initiated) compression-ignition technology.

FROM INSIDE THE CABIN, IT SOUNDS AS THOUGH MAZDA HAS DOUBLED THE FIREWALL THICKNESS FOR THIS GENERATION

This top-spec Astina benefits from gun-metal 18-inch alloys and black grille treatment, but lower grades should still be easy on the eye

SPECS

Model 2019 Mazda 3 SP25 Astina hatch
Engine 2497cc 4cyl, dohc, 16v
Max power 139kW @ 6000rpm
Max torque 252Nm @ 4000rpm
Transmission 6-speed automatic
Weight 1350kg (estimated)
0-100km/h 7.9sec (estimated)
Fuel economy 6.1L/100km (estimated)
Price $37,000 (estimated)
On sale May (estimated)

we suspect the 3's steering is not too far short of the Ford's brilliant set-up. Mazda has wisely ignored multiple modes, instead providing one fixed setting that begins with a natural, medium weighting at manoeuvring and parking speeds, which doesn't change dramatically when on the move. It's gifted with an oily slickness that never feels gluggy or viscous, and has a just-right return rate when self-centring out of a roundabout, for example. At freeway speeds it's relaxed but not aloof, while in the twisty stuff, it never loads up excessively, and almost fades into the background to allow you to fully concentrate on exploring the chassis balance.

Which, we're happy to say, retains that pointy, engaging quality that Mazda has long had in its DNA. You'll lap up the precision with which you can place the nose when pushing on, then smile at the progression of both adhesion breakaway and the tail's keenness to get in on the story arc. Admittedly, the sedan we drove was fitted with 18-inch, all-season Toyo rubber, so the speeds at which this was all happening were not exactly hot-hatch velocity, but still, there's no denying the 3 has involvement and adjustability oozing from its pores.

In the hatch, which was on regular summer-spec spec 215/45R18 Toyo Proxes A40s (representative of what Oz cars will run), there was more chassis grip and goodness to tap into, even if the Euro-spec (read, emission-capped) 2.0-litre engine we drove, with just 90kW/213Nm, had a top-end weaker than prison coffee.

The 2.5 litre was obviously zestier and more fun, but the fact is that the two engines currently offered in the outgoing 3 carry over with only a bunch of combustion-efficiency changes, leaving the 2.0 litre with unchanged outputs (114kW/200Nm) and miniscule gains for the 2.5 (now 139kW/252Nm).

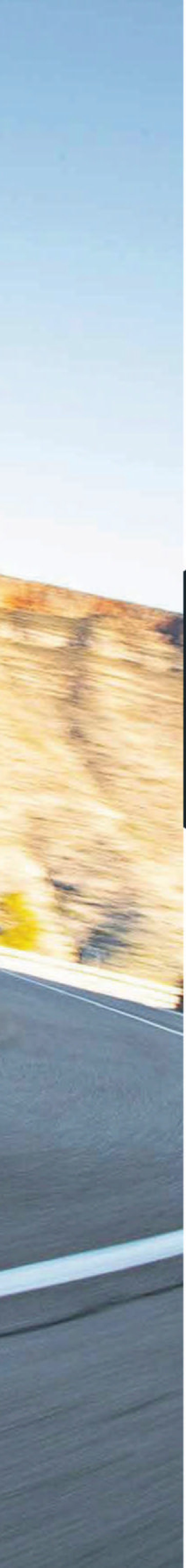
No, those torque figures – both delivered at 4000rpm – aren't the most muscular numbers being flexed in this class. For an appreciable improvement, you'll need to wait for the potentially game-changing SkyActiv-X engine, with supercharger and compression-ignition technology, which is not due until Q3 of this year. Some buyers will no doubt be tempted by the gruntier mid-ranges delivered by the turbo-fed Golf or Focus.

But those who do stick with the 3 will be rewarded with crisp, linear throttle response, and superb suppression of unwanted engine noise, so chasing revs is no chore. From inside the cabin, it sounds as though Mazda has doubled the firewall thickness for this generation, only allowing a cultured, distant timbre of mechanical harmony to make it to your ears.

Both transmissions are also excellent. Any 3 buyer seeking extra driver connection and reduced cost of entry will be rewarded with a beautifully slick, precise shift action through the six manual ratios, paired with near-perfect clutch weight and throttle tip-in.

The auto, meanwhile, has had both mechanical upgrades and a raft of software changes to improve both response and refinement. In Sport mode, it manages two seemingly contradicting qualities, being both eager to drop one or more ratios in response to throttle kick-down, yet doing so with a cushioned softness that eliminates any jerkiness or shift shock. The prospect of this transmission, with paddle shifters, paired with the predicted grunt and linearity of the SkyActiv-X engine is properly tantalising.

Which is pretty much the over-arching take-out of the new 3 – a comprehensive ticker of boxes: refinement, dynamics, ride comfort, cabin quality and design are all strong. Only the lack of packaging improvement for larger bodies and the question of engine strength stops it short of a clean sweep, and the latter seems certain to be addressed when the new donk drops around October. Mark your calendar.



PORSCHE 911

992

MORE POWER, MORE GRIP, MORE DIRECT STEERING AND MORE MUSCULAR STYLING TO BOOT. THERE'S SO MUCH MORE TO LOVE ABOUT THE NEW PORSCHE 911. EXCEPT FOR THAT WEIRD GEAR LEVER...

WORDS STEPHEN CORBY

THERE is a moment – there is always a moment when they nail the formula – and this time it's braking from a steep hill and accelerating through a swinging S-bend in southern Spain.

You feel it through hands and hips – the shift in weight, the outrageous power-down whack of speed, the heart-skipping shake of the tail, the purity and pointiness of that sublime steering – then the exhilaration escapes your lips. An irrepressible "wow". The 911 is back, and what a joy it is.

Look, the 991 was a mighty fine, ferally fast car, but for me some of the magic went missing. And after my first stint in the new 992 Carrera 4S, I wasn't entirely sure Porsche had found it again. But a switch into a Carrera S (in yellow), with its puritan rear-drive and just that snifter less weight; well I was in lust all over again.

Anyone who'd seen this new 992 version – the eighth generation of the icon – in the flesh was probably already enamoured with its looks. Seeing old and new parked together at the launch, it was immediately clear just how much more aggressive this model is, and how visually striking the radical choice to use two different wheel sizes is (20 inch diameter at the front and 21 at the rear), giving the 911 a new posture.

Mr 911 himself, August Achleitner, says those big rear wheels, with their increased contact patch, are "the most important element of the whole car, because that's where the engine is and where the power goes to the road".

Front on, the bonnet is wider thanks to a front track that's up by 45mm, and looks more elongated with its angry creases, while the fenders are also larger, and the new LED headlights catch the eye. As Porsche designer Ivo van Hulten points out, however, "the best side of the car, the real beauty of the 911, is from the rear."

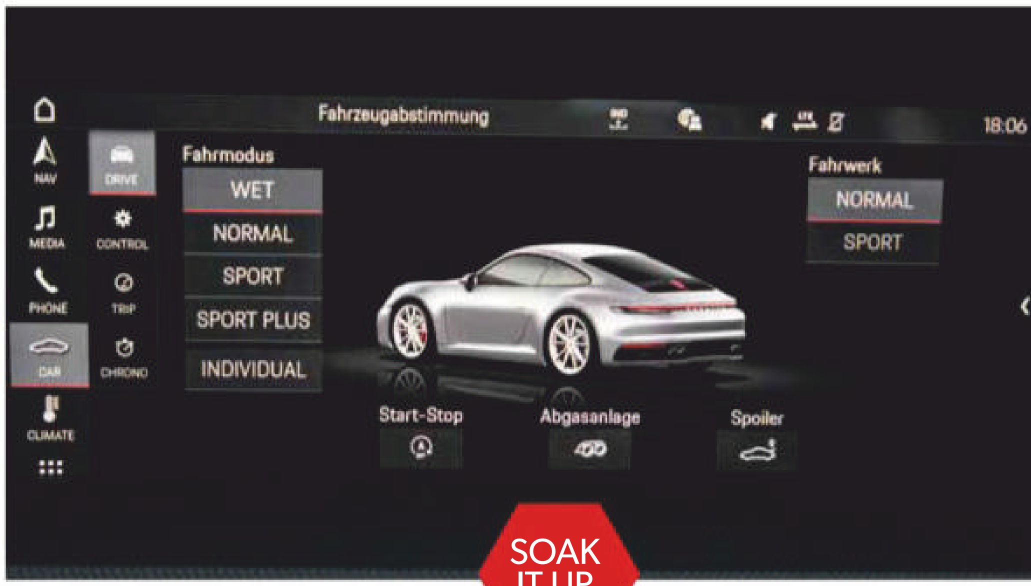
And what a rear it is, almost Kardashian in scale and legend, updated with Ivo's "super-modern, super-snazzy" continuous light strip, that beard-trimmer-style boot lid and new, retro-styled lettering. No one will wonder whether you've bought the new 911 this time, they'll know.

Nor will you have to wait for the GTS, or choose the C4S, to get the superior wide look at the back, because the rear track for the S (and the base Carrera) is now the full width (1557mm).

There's plenty that's new inside as well, with a shift from the busy, T-shaped, button-heavy vertical look of the dash to a cleaner, horizontal design dominated by a slick, 10.9-inch central screen. But there's old here as well, with a central analog tachometer flanked by two 7.0-inch screens to provide the traditional, five-dial layout.

It all feels and looks fabulous, unless you opt for the new agave green leather, which looks like a flayed frog skin. Personally, I can't stand nor understand the new PDK shifter, which looks like a key fob has been rudely jammed in where a gear lever should go, but then I'd probably wait for the manual version, which should roll out – along with the base Carrera version – at year's end.

Beneath the rear deck, the S models boast the same engine capacity as the outgoing 991 model – 2981cc – but



SOAK IT UP

WET BLANKET

Another first for this 911 is the slightly effeminate Wet Mode, which uses sonic sensors to detect standing water flicking into the wheelarches, and then advises the driver to switch the mode on. When you do, it adjusts throttle response and PSM to make it nigh-on impossible to understeer, or oversteer, on wet roads. Clever, but somehow kind of offensive.

Interior is a sublime mix of new-world tech and retro design cues

992

PORSCHE
PORSCHE
TEMP
RND
P
M

Active rear spoiler is a love it or hate it addition, while the gear lever (right) has us slightly perplexed

992

JOLT FROM THE VOLT?

The 992 is 80 percent new, with the PDK gearbox now boasting eight speeds (7th and 8th are overdrives). Like the Panamera, the casing has been designed to integrate with an electric motor “at a later point in time”. So, a hybrid 911 with even more grunt. Good.

EVERY 911 IS GREAT, AND THIS MIGHT BE THE GREATEST OF THEM ALL

with more power (up 22kW to 331kW) and torque (up 30Nm to 530Nm), thanks to redesigned turbochargers, an electronically managed wastegate and a 14 percent bigger intercooler.

Achleitner puts the jump in performance times (0 to 100km/h in 3.5 seconds, down from 3.9, and 0 to 200km/h in just 12.1 seconds, a drop of 0.8), and its five-second faster Nurburgring time (it did a 7:25, matching a Ferrari Enzo) down to more than just the improved power-to-weight ratio. Incidentally, the body in white weighs 12kg less, thanks to a drop in the percentage of steel used from 63 to 30 percent, yet the 992 is actually 55kg heavier than a 991. The performance benefit is all about mechanical grip, and that 45mm wider front track.

"The way it accelerates out of corners now is better, and that's because we transmitted more of the rolling forces to the front axle, which is made possible by the wider track, so we don't have to support those rolling forces over the rear axle so much, and this improves traction, and power down," explains Achleitner, who will retire in March after finishing on a high.

Out in the unreal world of the scarily narrow but sinuous roads outside Valencia, that ability to achieve maximum thrust instantly out of slow corners is very much in evidence. "Damn this thing is fast!" came the squeal from co-driver Nathan Ponchard, and it really was, bringing to mind for me the kind of accelerative excitement I found years ago in my first-ever supercar, a Ferrari F430. Sure enough, the new 911 is faster. Got to love progress.

Achleitner is also particularly chuffed with the blend of supple ride quality while retaining peerless wheel control, which he says is due to new damper technology that allows the 911's computers to adjust them hundreds of times per second, with the result that "harshness is completely eliminated".

"We no longer have to wait until the damper velocity becomes zero at the lowest or highest point of its travel, to make adjustments, and this is a first for us," he says. "These dampers are more expensive, but it has been a really big step because we didn't want to make the whole car softer to improve the comfort. It must be as stiff as necessary for what we need for a sports car, but for everyday use, this helps."

And what of the steering, that vital element in any 911, and for me the essence of a sporty Porsche? Well, it's definitely better, sharper and with "more go-kart feeling", as Achleitner puts it.

Wide rear hips are now standard with the 992 911, and even the front track has gained some girth

SPECS

Model Porsche 992 911 Carrera S
Engine 2981cc flat 6, dohc, 24v, TT
Max power 331kW @ 6500rpm
Max torque 530Nm @ 2300-5000rpm
Transmission 8-speed dual-clutch
Weight 1515kg
0-100km/h 3.5sec (claimed)
Fuel economy 8.9L/100km
Price $265,000
On sale Q2

In exact terms, the 992's steering is 11 percent more direct than the previous car, and the goal was to almost entirely remove any residual "elasticity".

Porsche engineers deny that this was because previous cars had gone a bit soft (although there was talk at the 991 launch about customers not wanting the steering to be "so busy"), and Achleitner tells *Wheels* that the change, which I love, was more about fitting in with the overall feel of the new car.

"We just wanted the steering to match the new ability of the whole chassis to feel more precise; more direct, because it all has to fit together; the feedback from the tyres into the car means you can make the steering more direct, and then that has to work with the brake-pedal feel, which is now harder, with less travel. It all has to share one feeling," he says. That desire to make the whole car feel both one and wondrous, sums up why every 911 is great, and why this might be the greatest of them all.

There is another moment, at the end of the day, when we are finally unleashed on a track for hot laps behind an instructor in a GT3 RS, which struggles to out-accelerate the new Carrera S down the straight. That moment comes in a flat-out left-hander, taken stupidly fast, and in most cars it would be a heart-in-dry-mouth experience, but this new 911 just grips, rips and roars. And I can't stop smiling.

And then I have that sinking moment as I remember this new 911 will start at $265,000 for an S with PDK ($281,100 for the C4S). Still, that's less than two percent up on the 991.

It's true that Porsches are always expensive, but with the 992 you really are buying Germanic engineering at its perfectionist best. And plenty of priceless moments of magic.

THIS NEW 911 JUST GRIPS, RIPS AND ROARS. AND I CAN'T STOP SMILING

992

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AXO-305

NOW YOU'RE GETTING WARM

THERE ARE SOME PROPER GOOD SPORTS LURKING IN THIS FRESH WAVE OF SUB-HOT HATCHES

WORDS BYRON MATHIOUDAKIS + **PHOTOS** ALASTAIR BROOK

AUSTRALIANS, it's often said, live for their sport. From the backyards, suburban streets and local parks across the nation to our 100,000-strong MCG stadium, sport is woven into our social and cultural fabric.

Maybe this explains why it's also a word that's long been stuck to the backside of our most popular models, represented by badges as evocative as S, GS, GT and SS. Consider that – right to the end – the SV6 and XR6 were the local Commodore and Falcon ranges' best sellers.

Little wonder, then, that Ford hopes the ST-Line will resonate most with buyers of the latest Focus, released only last December. While it's a German concoction, 'ST-Line' might as well translate to 'XR5-Lite', positioned above the base Trend but below the coming full-fat ST (for Sport Technologies) hot hatch. Sporty spice, but at a nice price.

Name aside, nothing carries over from the previous Focus. From the redesigned body and interior to the box-fresh C2 architecture that's stronger yet lighter than before, this is Ford's response to its nemesis; Volkswagen's evergreen Golf.

The chief engineer reckons Focus IV is the "best Ford in history". That's a huge call, particularly as, for our market anyway, the hatch ditches the multi-link independent rear suspension (IRS) that the seminal 1998 original pioneered in this class, for a cheaper torsion beam set-up. Oh dear…

Further eyebrows are raised given that behind the ST-Line's gormless gob (styled by a Melburnian) hides the same, newly downsized 134kW/240Nm 1.5-litre three-cylinder turbo and eight-speed torque-converter auto found in lesser versions. You can no longer buy a manual Focus.

Thankfully there's a body kit and retuned suspension with a 10mm-ride drop, so the ST-Line, from $28,990, at least looks the part, as well as boasting cornering lights, sports seats, climate control, keyless entry/start, auto folding mirrors, moodier trim and wireless charging.

These are on top of the Trend's active grille shutter, auto on/off headlights and wipers, paddle shifters, remote-activated windows, Apple CarPlay/Android Auto, sat-nav, voice control, Bluetooth, DAB+ digital radio, AEB, reverse camera, parking sensors, Lane Keep Assist, Lane Departure Warning and post-collision braking. Our test car also boasts a $1250 Driver Assistant Pack, bringing adaptive cruise with (excellent) full stop-and-go and speed-sign recognition tech, along with blind-spot monitoring and rear cross-traffic alert. That's $30,890 all up, then, including metallic paint.

Can the ST-Line lure XR-loving Aussies? We've lined up a trio of similarly themed foes, for a sporty hatch match.

Even fresher than the Focus is the just-launched Kia Cerato GT, from $31,990 – driveaway. Larger than ever (although the 2700mm wheelbase remains) and visually reminiscent of the suave Stinger, this intriguing new flagship oozes pizzazz/garishness (you decide) and introduces turbo and IRS tech, on top of the usual Aussie-specific ride and handling tweaks that Kia constantly trumpets.

Interestingly, the same lusty 150kW/265Nm 1.6-litre four-pot turbo as fitted to the now-defunct Koup Turbo coupe drives the GT's front wheels, although it's now via a seven-speed, dual-clutch transmission (DCT).

Also present are 18-inch alloys, LED headlights, a powered driver's pew, heated/ventilated front seats, leather and up-spec audio – all items absent from our Focus. As tested, the Kia's $32,510 D/A includes metallic paint and a seven-

There are plenty of choices on offer if you like your hatch slightly toastier than base spec, but don't want to immolate your wallet with a hot one

THE CHIEF ENGINEER RECKONS FOCUS IV IS "THE BEST FORD IN HISTORY". THAT'S A HUGE CALL, PARTICULARLY AS IT DITCHES IRS

Toyota's designers have binned the comfortable cardigans to make a far more fashionable Corolla

Sporting history

Launched in 1970, the original rear-drive Escort sedan hit the ground running with the racy GT and Twin Cam; subsequent small fast Fords included the Mk2 Escort RS2000, while the Mazda 323-based Laser front-driver that usurped the Euro sedan for 21 years from 1981 was offered in S, TX3 and Turbo guises. The LR Focus of 2002 brought Zetec and ST170 variants, followed by the 2005 LS's XR5 Turbo and LV's lairy RS, with the latter two reappearing from 2011's LW-LZ series.

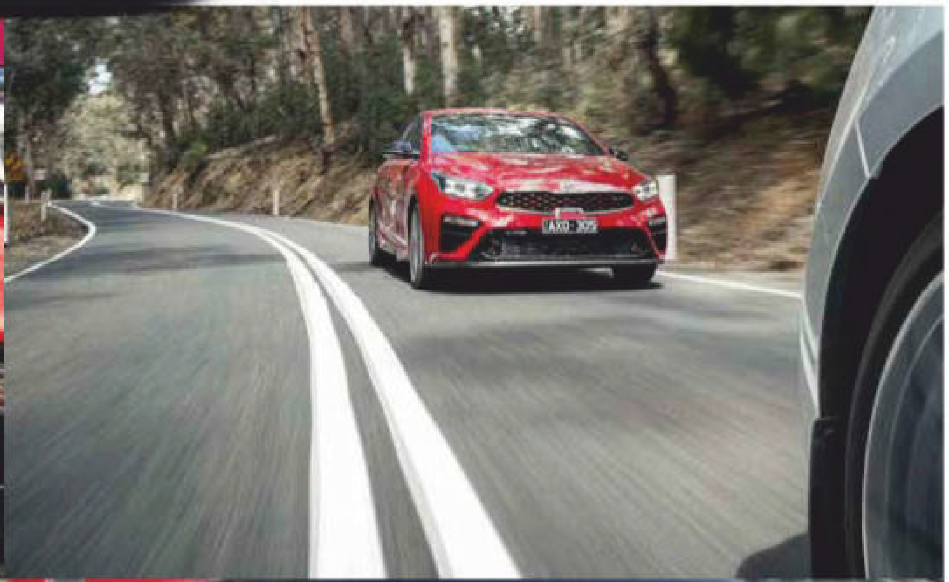
IN FOCUS

C2 THE FOCUS' FUTURE

Electrification-ready, 88kg lighter and 20 percent more rigid, Focus's all-new C2 architecture includes a 53mm wheelbase stretch, lower floor, 50 percent greater rigidity of suspension-attachment points, 30 percent boron steel boost, column (not rack) mounted electric steering, rubber bushes in suspension subframes to quell NVH, and segment-best aerodynamics. On torsion-beam models, the patented 'force vectoring springs' help exceed previous IRS performance. Optimum wheel/tyre package is 17 inches "because of best steering/handling performance compromise, along with comfort, rolling noises and so on," Ford tells us.

ST-LINE WAGON

A first for Australia is the more Euro-friendly ST-Line wagon from $30,990. When C519 Focus development commenced during 2013, Ford determined that the wagon would score its own multi-link rear end that's unique to the other IRS hatch models (which are not sold here as yet). The main aim was to minimise the amount of cargo-space intrusion without undermining the Focus's dynamic reputation, which was a challenge for the engineers, given the inherent bulkiness of multi-link arrangements. This was achieved using repositioned dampers, among other things. Main development and testing work were undertaken in Belgium and Germany.



WHILE THREE OF THE FOUR ARE CLOSELY ALIGNED FOR SIZE, PRICE AND SPEC, THE KIA STANDS OUT AS THE LARGEST, ROOMIEST AND BEST-EQUIPPED

year warranty. Kia's playing very seriously indeed.

From $29,985 including $495 metallic paint, our other Korean, the Hyundai i30 N-Line 1.6T 7DCT, keeps up with the others equipment-wise, although for the Kia's powered and toasty/chilled front seats and banging sound system, you'll need the $35K Premium.

As with GT, there's also specific local IRS chassis tuning. The big question, however, is why can't every other rapid hatch boast saucy red seatbelts like these?

The final entrant in our sporty foursome is the 11th-gen Toyota Corolla, fresh from a rare yet decisive comparison victory in these pages late last year, and now ready to rumble in top ZR spec from $30,370 (or $30,920 in silver). While it's atmo-only and has a CVT, the Japanese hatch's 125kW/200Nm 2.0-litre engine's muscular flexibility, combined with the athleticism of the 'Toyota New Global Architecture' base, usher in a new era for the series, along with IRS.

It also brings style, as the swoopy Corolla's 217-litre cargo capacity has been sacrificed to sub-Yaris levels at the altar of fashion, underscoring a newfound hedonism for the 50-year-old nameplate. Or is it a midlife crisis? Either way, save for the missing CarPlay/Auto connectivity, little is conceded equipment-wise in the Toyota.

While three of the four are closely aligned for size, price and spec, the Kia stands out as the group's largest, roomiest and best-equipped. More liftback than hatchback, the all-new body borders on medium-sized, liberating a decent amount of rear space as well as a long (if quite shallow) boot.

We're big on the dashboard's elegant symmetry, with its orderly layout, clean, crisp markings and pleasing design details. Drink in the turbine vents, for instance. Excellent ergonomics, tempting seats and a sense of airiness also help ensure an inviting driver's environment. And behold the old-school manual handbrake! Dig down, though, and the plastics seem cheapest here. And on the move, the Kia's seats aren't quite as alluring, more of which later.

The contrast from Cerato to i30 is telling, because the older Hyundai is more polished overall. Yes, the Germanic dash is derivative, but functionality remains first class It also employs classier materials and possesses a higher air of quality. Best all-round vision, firm but fine seating, lots of hidden storage, a smartly presented (and more elevated) rear row and a deep boot further lift N-Line above GT.

Speaking of rising up … how upmarket is the Corolla's cabin? Granted, it's the least roomy (although still sufficient), the low rear cushion is somewhat flat, rear vision is restricted, rear-seat storage is poor and the boot is comically small, but the ZR does exude Lexus-lite ambience.

The dash boasts modernist minimalism, tactile switchgear, solidity and quality. Throw in gorgeous tombstone buckets that envelope and support, and it's a relaxing place to be.

In stark contrast, the Focus will have to fight to win over

Sadly, no one was willing to take responsibility for forgetting to pack the surf boards customers on the showroom floor, due to a cabin that looks and feels like it was created to take on competitors (albeit German ones) from the segment below. Other shocks are a back seat with no centre armrest, missing rear vents and some unsightly plastics, which contrast with some desirable details elsewhere. While the previous model's interior was overbearing, this is underwhelming. It only looks great at night, thanks to some deft LED downlighting.

And yet, beneath the already-dated simplicity of the fascia are some unexpected accomplishments from a comfort and interaction perspective. Sound control placement helps build a brilliant driving position, the clarity of instrumentation rivals the Cerato's, ventilation to all occupants is very effective due to massive central dash outlets, seat support is exemplary, vision out is fine, Ford's SYNC3 multimedia is miles ahead of the others, the German build quality is up there and the boot is bountiful.

Still, when even Corolla scores a multi-link set-up, we're sceptical of the Ford's chances. Fewer cylinders, no manual gearbox, AWOL IRS, missing armrest for passengers to brace themselves ... has the Blue Oval forgotten what made three generations of Focus the driver's choice?

Over Henry Ford's dead body, because the moment you push the start button, the Focus bursts into life and – over time – burrows under your skin. It's just that type of car, and here's why.

While it's 16kW and 25Nm down on the hard-charging i30 and even rortier Cerato, the three-pot turbo engine's lighter mass (which contributes to an 80kg-odd weight advantage) and tight-knit gearing means the ST-Line remains in sight of the Seoul sisters, leaping into action and punching forcefully up through the rev range with frenzied determination. All accompanied by a buzzy thrum that urges the driver to keep it on the boil.

Inevitably, as fiery as it feels, the featherweight Ford's lack of cubic inches means the Hyundai and Kia duo do pull away decisively. While there's only 0.1s between ST and N-Line at 60km/h, the gap is 0.4s in favour of the rampant GT, extending to a 1.3s lead at 100km/h. There's also a yawning 1.5s divide in the 80-120km/h increment. The flipside is a remarkable 7.5L/100km on test for Focus, against 8.5 and 8.9 for i30 and Cerato respectively.

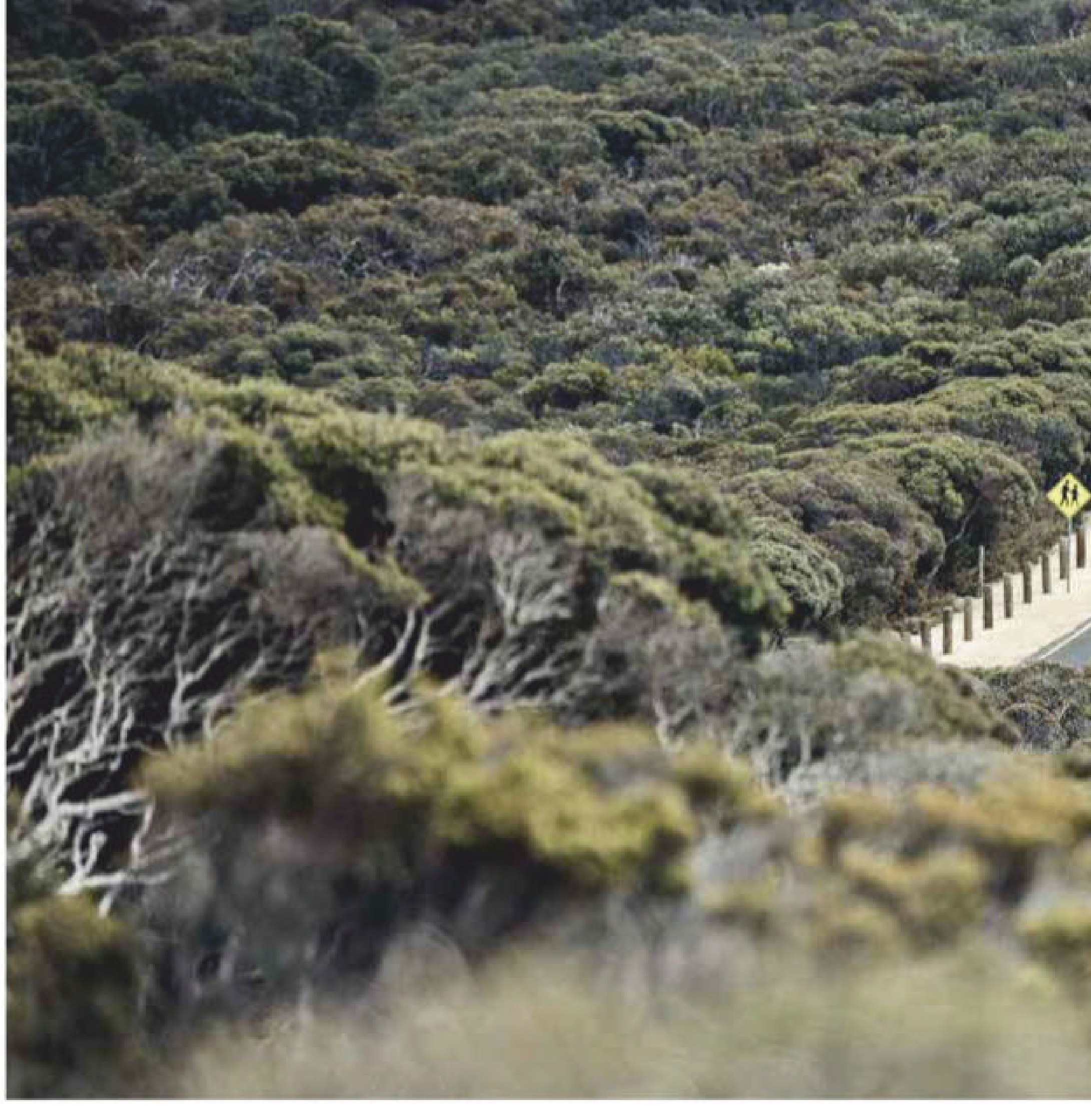
Despite the latter's lustier numbers, the N-Line's power delivery is the smoothest and quietest here, even with the Kia's fake induction gargle (which sounds as if the GT is running a lumpier cam) subdued. Yet their DCTs proved identically slick and quick, with comparatively imperceptible lag. And their ability to effortlessly surge ahead at speed is in a league of their own here.

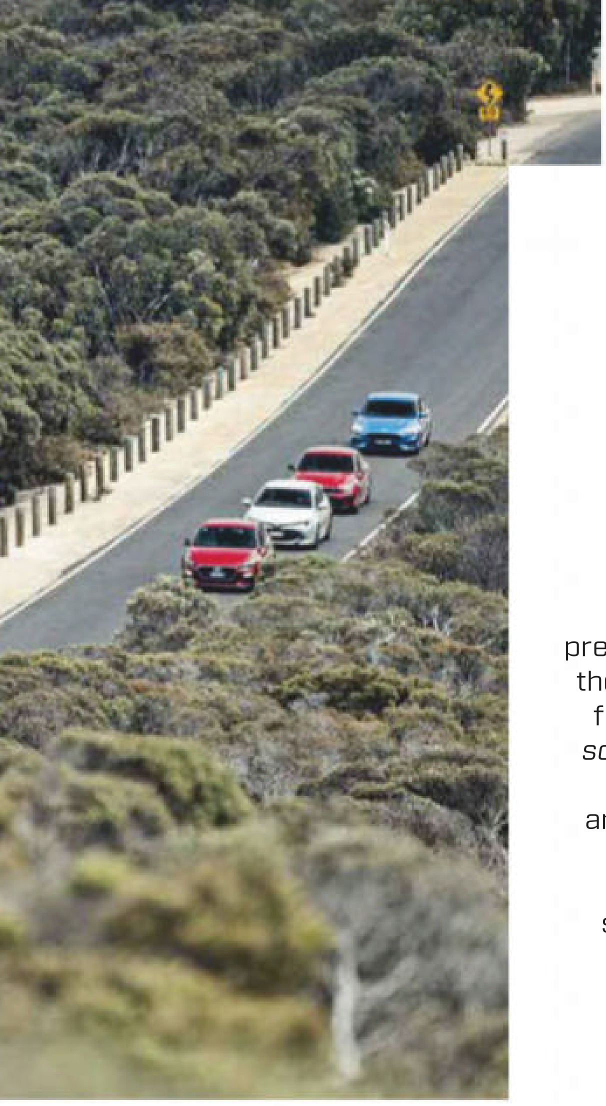
So, where's the Corolla in all this? Far behind, sadly. Maybe it was the searing heat, additional kilos or the Dunlop tyres' extra grip, but our ZR's numbers are half a second short of the Ascent Sport's times, garnered in wintry conditions some months ago.

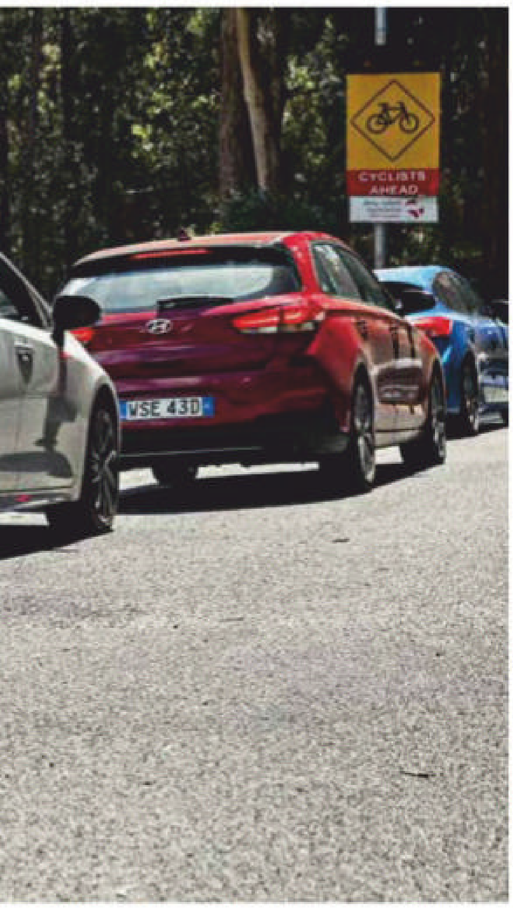
In isolation, with that torque-converter step-off gear in play, the Toyota feels lively off the mark, and can rely on the 2.0-litre's hefty mid-range brawn and flexibility to keep things spirited. Only when mashing the throttle does the CVT's elasticity become apparent, but it's better than most, and responsive enough, especially in Sport mode. But in this company, the ZR straggled at every timed marker, and drank 10 percent more than the Focus.

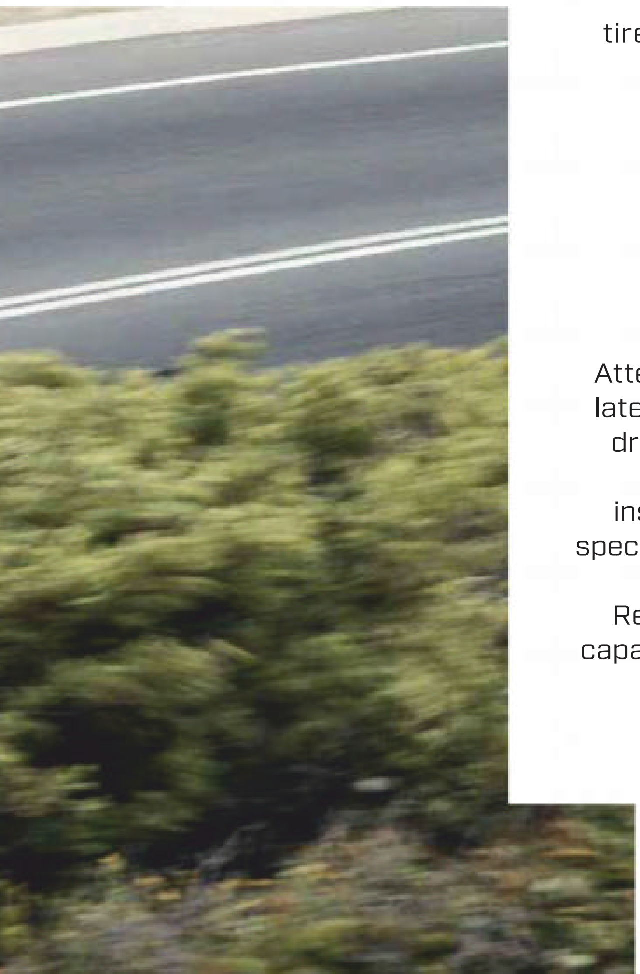
Where the Toyota starts to catch up is when the roads turn twisty, thanks to steering that, while light, provides measured feedback and feel, for confident roadholding. The driver can rely on the inherent balance to clip apexes with accuracy and control. Furthermore, the suspension's sophisticated suppleness imbues it with the best ride quality here, smothering the rough stuff with almost French-car softness. An outstanding dynamic all-rounder.

Still, the Focus isn't too far behind, despite its switch away from IRS. Keeping in mind that the Ford is wearing 215/50R17s









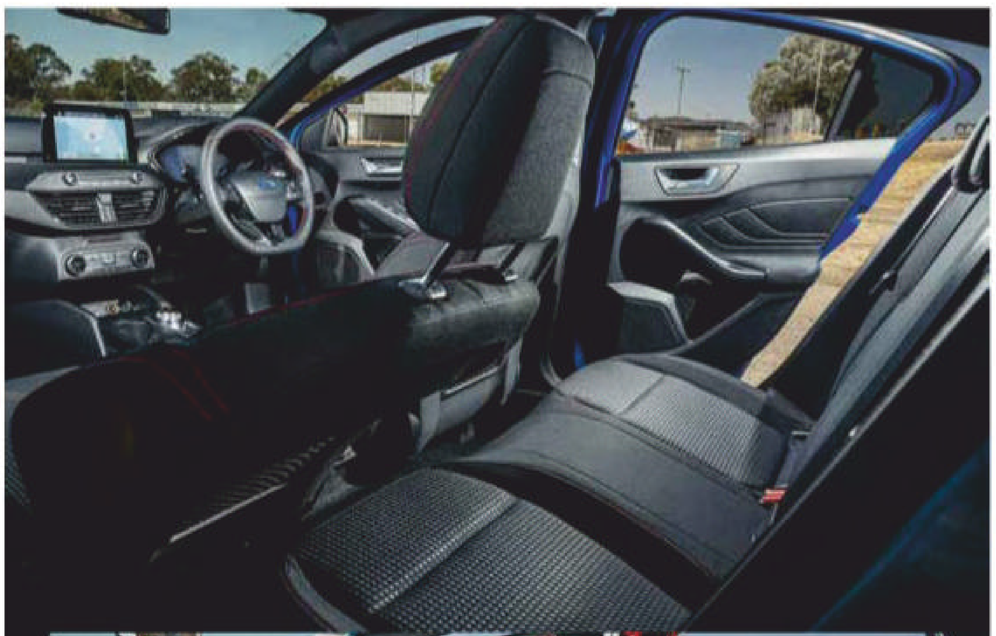
IN DETAIL

The inside line

WHO LANDS TOP CABIN HONOURS?

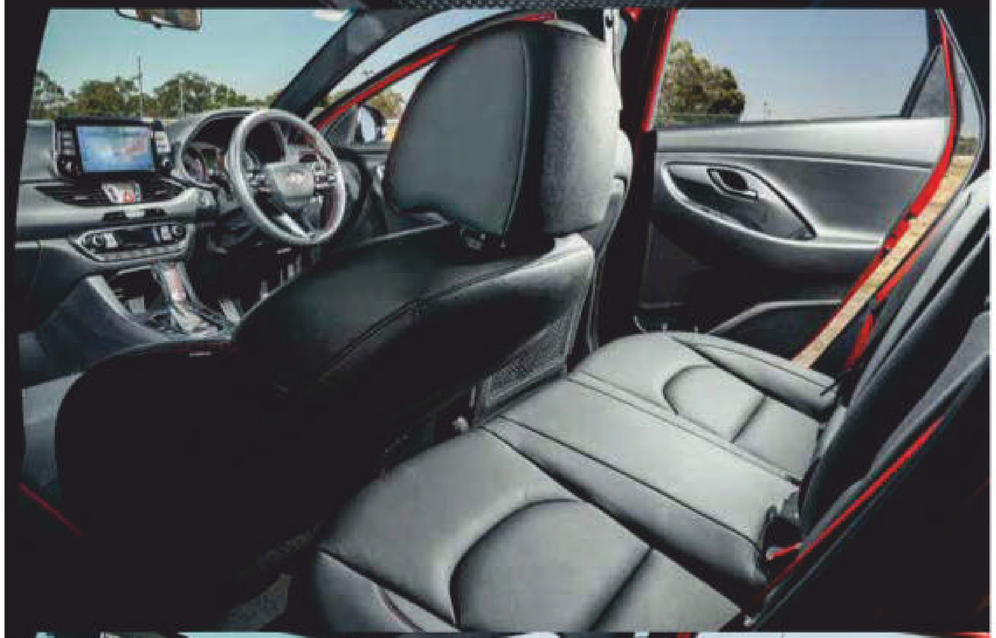
FORD FOCUS

Dash is a mix of two competing design proposals, and it shows. Jaguar-esque gear selector contrasts with Fiesta-class presentation levels, but beyond that, there's space, practicality, comfort, functionality, refinement and even *some* German build quality to enjoy. And the available tech is modern and easy to access. Familiarisation reaps rewards. Family-friendly cargo capacity is 341L (ISO standard). Spare is a space saver.



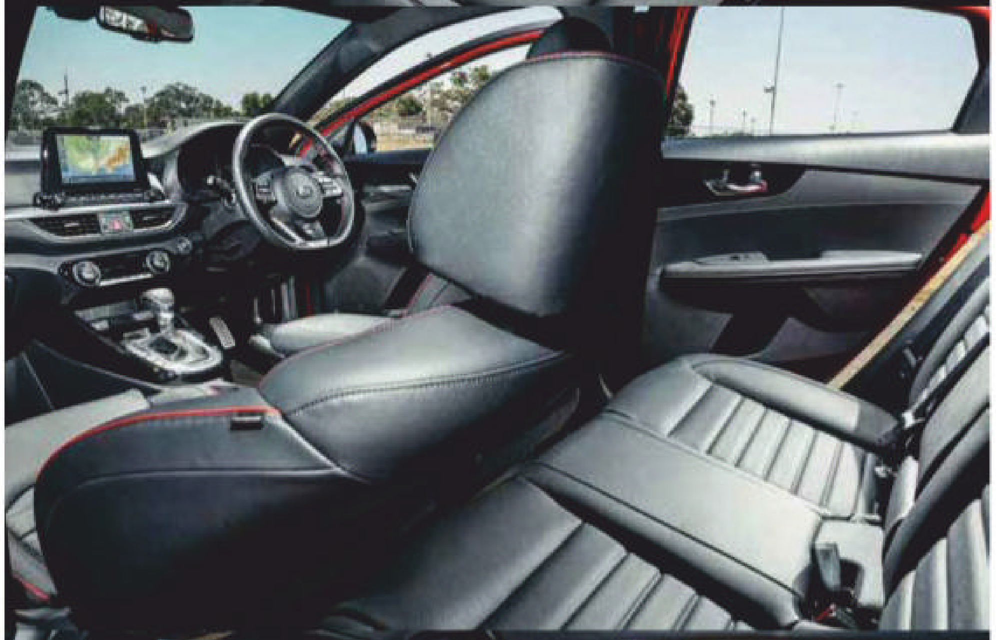
HYUNDAI i30 N-LINE

Astute N-Line detailing lifts the i30's user-friendly and high-quality (if dull and derivative) dash, enhancing an already versatile package. Front seats also score top marks, although rear backrest may be a tad too upright for some. No shortage of storage, effortless connectivity and firm but quiet ride further bolster our admiration. Space saver spare means boot volume is 395L (VDA).



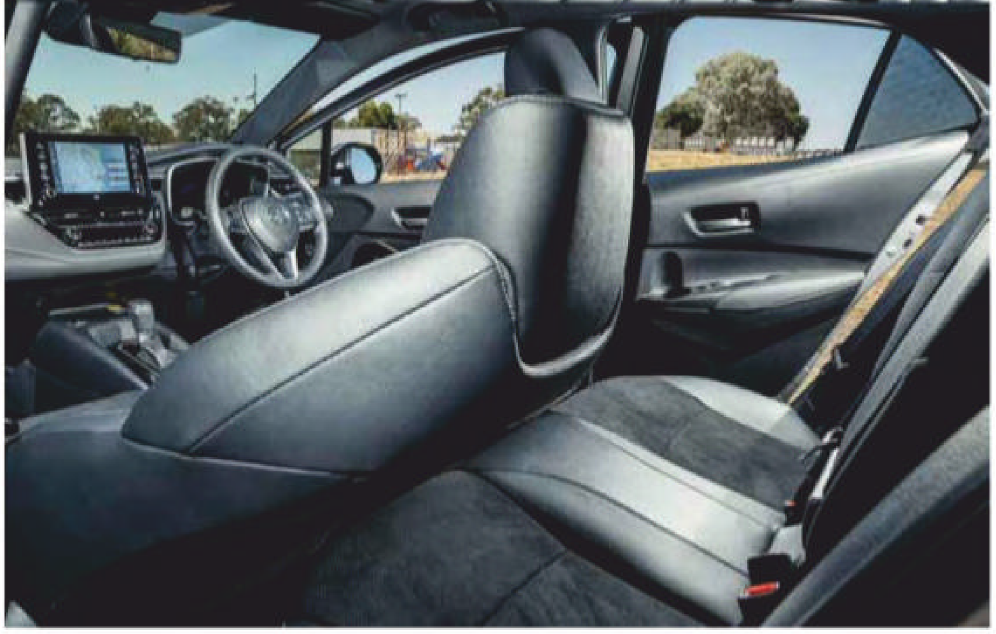
KIA CERATO GT

Dash is nearly flawless with its wide, flowing elegance. Instrumentation clarity is perhaps industry best and no hatch here is quite as spacious. However, lower-level plastics feel cheap compared to i30, seats provide adequate rather than truly impressive comfort and noisy ride turns tiresome very quickly. Spare is a space saver.



TOYOTA COROLLA

Attention to detail is remarkable in latest Corolla, from the welcoming driving position to lovely controls and dash's simple purity. ZR's instruments messier than lower-spec analogue dials, but it's the only one here with head-up display. Rear row lacks storage, and boot capacity is a paltry 217L, even with a space-saver spare fitted.



It's hard to gauge the emotions on his face, but the driver of the Ford is having the most fun here

PUSH THE START BUTTON AND THE FOCUS BURSTS INTO LIFE AND – OVER TIME – BURROWS UNDER YOUR SKIN. IT'S JUST THAT TYPE OF CAR

compared to the others' 225/40R18s, it, too, soaks up a broad array of rubbish surfaces, even at speed, without straying.

Where the ST-Line turns transformative is in the intimate ways it connects car with driver. Substantially lighter on its feet than the others, the helm is masterfully weighted for handling accuracy, backed up by incredibly planted, taut body control. Just like the underrated Peugeot 308, the Ford shrinks around its driver, carving through tight bends. Like a breath of fresh air, the heaviness of old has been replaced with astounding dynamic alacrity. Focus fans should exhale at this point.

After the Ford, the i30 seems somewhat inert and artificial, with Sport mode merely adding unnecessary steering heft; we prefer Normal. Still, the N-Line offers linear and direct cornering responses, and outstanding grip. A keen driver can really have fun exploring the Hyundai's outer limits safely. On the other hand, there's rack rattle, while the firm ride – though commendably quiet – can become annoyingly busy.

Unfortunately, the Cerato fails to capitalise on its pricing, space and performance virtues with a dynamic tune that seems… incomplete. Fine on smooth roads at lower velocities, with a delightful level of steering liveliness, at speed that sharpness turns to nervousness, requiring a second and even third bite through tighter turns. The safety systems are also prone to interfering. Furthermore, the GT's already agitated ride can deteriorate dramatically. Okay on benign streets, when bumps come into play, you'll feel like your butt is translating Morse code. More compliance, please.

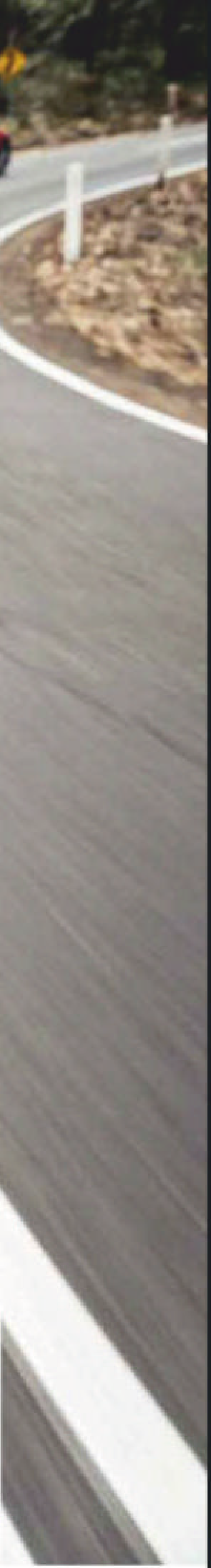
Ultimately, the Cerato comes fourth rather than last, as it brings a welcome, rowdy character to go with its prodigious performance. Rough around the edges, the GT oozes spunk.

The Kia's weaknesses are the Corolla's strengths, and vice-versa, with the ZR crying out for more oomph. A sporty hatch needs some sizzle to go with the steak. Toyota fails to deliver.

Solid consistency is the i30's greatest strength, barely putting a foot wrong. Yet while it avoids the lows, the N-Line never hits the highs; silken powertrain aside. Easy to love in a platonic way, hard to lust over. So close, Hyundai.

Nobody expected the Focus to step up after its IRS loss and underwhelming interior presentation. But the ST-Line's progressive powertrain delights, its dynamics thrill and soothe in equal measure, and the cabin actually works brilliantly.

Ford set out to challenge the class best with a clean-sheet rethink and, in ST-Line at least, it has succeeded, respecting its proud legacy, as well as Aussies' love of sports of all kinds.



THE SPECS

THE WARM-HATCH HIERARCHY

	Nº 1	Nº 2	Nº 3	Nº 4
	FORD FOCUS ST-LINE	**HYUNDAI i30 N-LINE**	**TOYOTA COROLLA ZR**	**KIA CERATO GT**
	$28,990/Tested $30,890**	**$29,490**/Tested $29,985**	**$30,920**/Tested $31,370**	**$31,990**/Tested $32,510**
	Drivetrain			
Engine	in-line 3, dohc, 12v, turbo	in-line 4, dohc, 16v, turbo	in-line 4, dohc, 16v	in-line 4, dohc, 16v, turbo
Layout	front engine (east-west), front-drive	front engine (east-west), front-drive	front engine (east-west), front-drive	front engine (east-west), front-drive
Capacity	1497cc	1591cc	1987cc	1591cc
Power	134kW @ 1600-4500rpm	150kW @ 6000rpm	125kW @ 6600rpm	150kW @ 6000rpm
Torque	240Nm @ 1750-5000rpm	265Nm @ 1500-4500rpm	200Nm @ 4400-4800rpm	265Nm @ 1500-4500rpm
Trans.	8-speed automatic	7-speed dual-clutch	CVT automatic	7-speed dual-clutch
	Chassis			
Body	steel, 5 doors, 5 seats	steel, 5 doors, 5 seats	steel, 5 doors, 5 seats	steel, 5 doors, 5 seats
L/W/H/W-B	4378/1825/1454/2700mm	4345/1795/1453/2650mm	4375/1790/1435/2640mm	4510/1800/1440/2700mm
Track (F/R)	1572/1566mm	1549/1563mm	1530/1530mm	1545/1545mm
Weight	1374kg	1436kg	1380kg	1470kg
Boot	341 litres (SAE)	395 litres	217 litres	428 litres
Fuel	95 octane/52 litres	91 octane/50 litres	91 octane/50 litres	91 octane/50 litres
Economy	7.5L/100km (test average)	8.5L/100km (test average)	8.2L/100km (test average)	8.9L/100km (test average)
Suspension	**Front:** struts, A-arms, anti-rollbar **Rear:** torsion beam, coil springs, anti-roll bar	**Front:** struts, A-arms,anti-rollbar **Rear:** multi-link, coil springs, anti-roll bar	**Front:** struts, A-arms, anti-roll bar **Rear:** multi-link, coil springs, anti-roll bar	**Front:** struts, A-arms, anti-roll bar **Rear:** multi-link, coil springs, anti-roll bar
Steering	electric rack-and-pinion	electric rack-and-pinion	electric rack-and-pinion	electric rack-and-pinion
Turn Circle	10.7m (2.6 turns lock-to-lock)	10.6m (2.5 turns lock-to-lock)	11.0m (2.7 turns lock-to-lock)	10.6m (2.5 turns lock-to-lock)
Front brakes	ventilated discs (282mm)	ventilated discs (305mm)	ventilated discs (283mm)	ventilated discs (305mm)
Rear brakes	discs (271mm)	discs (262mm)	discs (265mm)	discs (262mm)
Tyres	Continental PremiumContact5	Michelin Pilot Sport 4	Dunlop SP Sport Maxx 050	Michelin Pilot Sport 4
Tyre size	215/50R17 95W	225/40ZR18 92Y	225/40R18 88W	225/40ZR18 92Y
	Safety			
NCAP rating	★★★★★ (Aus)	★★★★★ (Aus)	★★★★★ (Aus)	★★★★★ (Aus)
	Performance			
	Power-to-weight: 99kW per tonne	Power-to-weight: 104kW per tonne	Power-to-weight: 91kW per tonne	Power-to-weight:102kW per tonne
	Redline/cut-out: 6500/6300rpm	Redline/cut-out: 6500/6400rpm	Redline/cut-out: 6800/6900rpm	Redline/cut-out: 6500/6400rpm
	Speed at indicated 100km/h: 98	Speed at indicated 100km/h: 95	Speed at indicated 100km/h: 99	Speed at indicated 100km/h: 96
	Standing-start acceleration	**Standing-start acceleration**	**Standing-start acceleration**	**Standing-start acceleration**
	0-20km/h: 1.2sec	**0-20km/h:** 0.7sec	**0-20km/h:** 1.2sec	**0-20km/h:** 1.4sec
	0-40km/h: 2.5sec	**0-40km/h:** 2.5sec	**0-40km/h:** 2.8sec	**0-40km/h:** 2.4sec
	0-60km/h: 4.0sec	**0-60km/h:** 3.9sec	**0-60km/h:** 4.5sec	**0-60km/h:** 3.6sec
	0-80km/h: 5.9sec	**0-80km/h:** 5.5sec	**0-80km/h:** 6.8sec	**0-80km/h:** 5.1sec
	0-100km/h: 8.2sec	**0-100km/h:** 7.6sec	**0-100km/h:** 9.6sec	**0-100km/h:** 6.9sec
	0-120km/h: 11.6sec	**0-120km/h:** 10.2sec	**0-120km/h:** 12.9sec	**0-120km/h:** 9.2sec
	0-140km/h: 15.9sec	**0-140km/h:** 13.4sec	**0-140km/h:** 17.5sec	**0-140km/h:** 12.1sec
	0-400m: 16.2sec @ 141.8km/h	**0-400m:** 16.3sec @ 140.3km/h	**0-400m:** 16.9sec @ 137.3km/h	**0-400m:** 15.1sec @ 138.1km/h
	Rolling acceleration	**Rolling acceleration**	**Rolling acceleration**	**Rolling acceleration**
	80-120km/h: 5.6sec	**80-120km/h:** 4.6sec	**80-120km/h:** 6.1sec	**80-120km/h:** 4.1sec
	Braking distance	**Braking distance**	**Braking distance**	**Braking distance**
	100km/h-0: 37.9m	**100km/h-0:** 36.9m	**100km/h-0:** 39.2	**100km/h-0:** 37.4m
Verdict	8.5/10	8.0/10	7.5/10	7.5/10
	Track: Heathcote raceway, hot, dry. Temp: 30°C. Driver: Byron Mathioudakis. Warranty: 5yr/ unlimited km. Service interval: 12 months/15,000km. Glass's 3-year resale: 48%. AAMI Insurance: $1014 *Estimated **Includes Driver Assistant Pack ($1250); metallic paint ($550)	Track: Heathcote raceway, hot, dry. Temp: 31°C. Driver: Byron Mathioudakis. Warranty: 5yr/unlimited km. Service interval: 12 months/10,000km. Glass's 3-year resale: 54%. AAMI Insurance: $1034 *Estimated **Includes metallic paint ($495)	Track: Heathcote raceway, hot, dry. Temp: 31°C. Driver: Byron Mathioudakis. Warranty: 5yr/ unlimited km. Service interval: 12 months/10,000km. Glass's 3-year resale: 50%. AAMI Insurance: $979 *Estimated **Includes metallic paint ($550)	Track: Heathcote raceway, hot, dry. Temp: 32°C. Driver: Byron Mathioudakis. Warranty: 7yr/unlimited km. Service interval: 12 months/10,000km. Glass's 3-year resale: 48%. AAMI Insurance: $962 *Estimated **Drive away; includes metallic paint ($520)

17
McLaughlin
coles express
Shell V-Power
Rheem
DUNLOP
SPORT MAXX

Winning ugly

SURE, THE NEW DJRTP FORD MUSTANG IS NOT THE PRETTIEST SUPERCAR RACER YOU'VE EVER SEEN, NOR THE PRETTIEST MUSTANG, BUT AS THE SUITS AT HEAD OFFICE IN DETROIT POINT OUT: "THERE ARE NO UGLY CARS IN VICTORY LANE"

WORDS BRUCE NEWTON + **PHOTOS** ELLEN DEWAR

DXC.technology
DXC.technology
THREE THREES
THREE THREES
WM WASTE
PPG
Shell
HELIX
PPG
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WÜRTH
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Mustang Supercar development was amazingly compressed – from conception to completion in around eight months

IT'S 9:00AM on a stinking hot November day at Queensland Raceway and the historic first test of the new Ford Mustang Supercar is off to a slow start. In fact, it hasn't started at all.

Designated driver Fabian Coulthard has forgotten his helmet and had to go home to get it, while his DJR Team Penske team-mate Scott McLaughlin has only just this morning flown in from New Zealand. Not surprisingly, McLaughlin has been called to get to the track, pronto.

The Mustang rumbles out around 9:10am, so not too much time lost. Straight away, there's more drama. The front air dam – or splitter – that extends from the underside of the car like an engorged tongue is going limp under the pressure.

As McLaughlin roars down the back straight, the splitter is staccato smacking on the ground, making the car sound like it's banging on the rev limiter – *bup-bup-bup-bup*. It's just too weak to hold itself in place as air rushes over it. McLaughlin pits. Repairs take 90 minutes.

Back on track, it also becomes apparent the standard hinges taken from the Mustang road car are struggling to keep the bootlid in place. The rear wing is exerting too much load and there's too much drag. The lid is literally being sucked off. It's bolted down for the rest of the day.

Out on track again and the car's 475kW 5.0-litre pushrod V8 is failing to produce meaningful speed. It's nothing to do with the Mustang's cooling capabilities, merely the simple fact that the ambient temperature is arcing toward 40 degrees Celsius and track temp towards 60. In the end, the best time the car records is a 1:10.8. A quick QR time in a Supercar is in the 1:08 range.

"We did not panic about that [time] because we had other things to panic about," laughs DJRTP competition director Ludo Lacroix. "The wing was failing, the front splitter was flapping, but the good thing was it enabled us to check all the systems."

Lacroix can afford to laugh. Now. Three days after those faltering first laps, the Mustang was at Phillip Island and performed flawlessly, logging more than 100 laps. And to cap it all off, McLaughlin, the four-wheeled modern master of the MotoGP track, ripped off a 1:30.4. The Supercar lap record is a 1:31.214; the qualifying lap record, a 1:29.062. The flying Kiwi owns them both.

17
McLaughlin
coles express
Repco
ower
DXC.technology
DUNLOP
SPORT MAXX
Beaurepaires

"It's a damn good lap considering it was a green circuit and we were the only car out there," says Ryan Story, managing director of DJR Team Penske. "To have done a 30.4, we were thrilled."

They had every right to be. Phillip Island is the circuit in Australia that tests aerodynamics and tyres the hardest. Big, fast, loaded corners. Going there and going that quickly ticked a lot of boxes.

Story and Lacroix are sitting either side of a desk in the boss's office. Stand up and look through the window and the workshop of the designated Mustang Supercar homologation team is spread out below. Story is in charge of keeping this whole show on the road; Lacroix looks after making the team win on the track.

These two are the sort of odd couple the transient world of motor racing tends to throw together. Story is tall, pale, and a relative newcomer to Supercars racing. From Yorketown in South Australia, he became a Dick Johnson fan as a child and grew up to sponsor and then run the team, saving it from bankruptcy and then facilitating a takeover by US racing mogul Roger Penske.

He offers up the disarming persona of an ambling nerd

RACE PONIES

'67

GEOGHEGAN'S GTA

Rarely pictured without a wheel lifted and a dab of oppo. Won three titles on the trot.

'69

THE MOFFSTANG

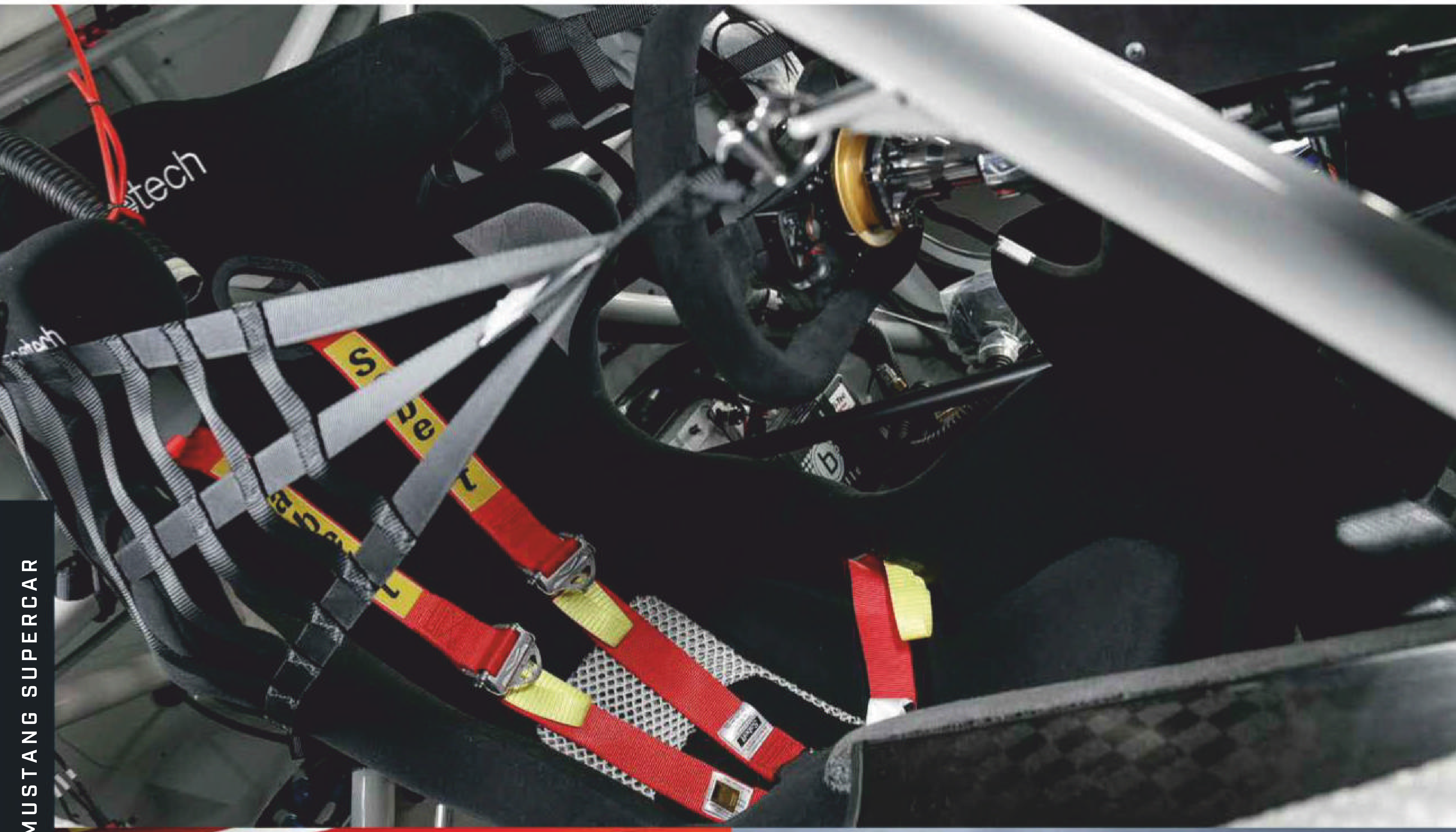
Boss 302-equipped '69 Trans-Am won 101 of the 151 races it started.

'85

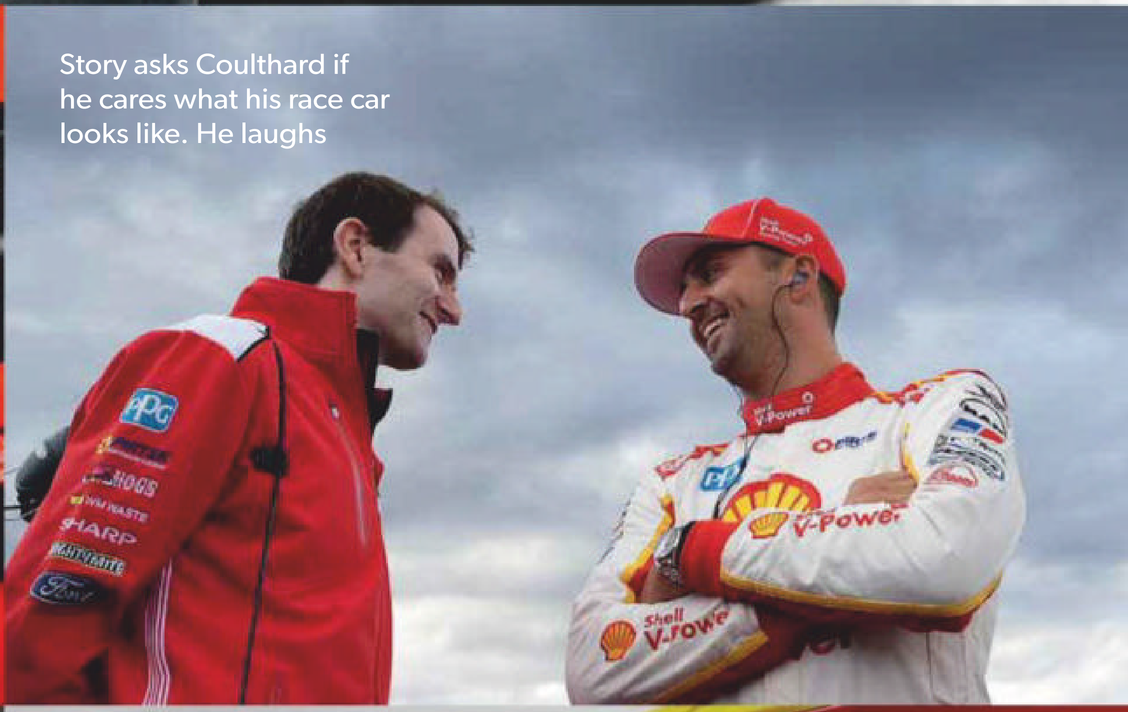
GREENS-TUF

Dick's first 'Stang was built because Ford didn't homologate the XE or XF Falcons.

Palmer
Tube Mills
17



Ford
MIGHTYMITE



Story asks Coulthard if he cares what his race car looks like. He laughs

Lacroix (right) is one of the hottest Supercars talents you've never heard of

THE MUSTANG IS THE FIRST TWO-DOOR CAR TO RACE IN THE MODERN ERA

– as well as Tim Tams and Coca-Cola to his guests. But don't be fooled, he has a formidable intellect, a swag of university qualifications and a rare combination of cunning and integrity that (so far) has allowed him to navigate the cannibalistic Supercars paddock with success.

Lacroix is squat, French, loud, brilliant, arrogant, charismatic and often injured, thanks to his love of various adventure sports. Each time I shake his hand I count his fingers, as he seems to lose them regularly. He still walks with a limp, thanks to a huge motocross accident in the mid-2000s.

A DTM and BTCC-winning engineer in Europe, he came to Australia in 2003 and led an overhaul of touring-car design, turning what he derisively called Panzers – or "Ponzers" in his Monty Python Franglish – into sophisticated racing weapons.

At Triple Eight Race Engineering he led the design of a series of successful Ford and Holden Supercars. Two years ago he moved to DJRTP. In Supercars this was a more seismic event than most driver swaps. T8 owner Roland Dane publicly labelled him duplicitous.

Lacroix has answered with results, guiding DJRTP to the teams' championship in 2017 and the drivers' championship with McLaughlin in 2018.

Contrasts sit side-by-side down in the workshop as well. The stalwart FG X and next to it the bare bones of a Mustang. The FG X is the last in a line of Falcon V8 sedan racers that stretches back past the Supercars category's 1993 beginnings into the Group C and Series Production days.

Last year, the newly imported ZB Commodore debuted in Supercars and created a bunch of firsts. The first Holden based on an import to race in what was once called the Australian touring car championship, the first Holden Supercar not to be based on a V8 rear-wheel-drive road car and the first five-door to appear in Supercars.

The Mustang is the first two-door to race in the modern era, but at least the production car is rear-wheel drive and powered by a 5.0-litre engine – albeit not the same one as the Supercar. Look back, and Mustangs ran in the 1960s, early '70s and '80s – Dick Johnson, who still part-owns DJRTP, drove one briefly in the '80s – and Ford campaigned two-door Falcon XA, XB and XC coupes in the '70s; Dick raced them, too.

Glorious big 5.7-litre bastards of things they were. Who could forget Allan Moffat and Colin Bond (and Jacky Ickx and Alan Hamilton for that matter) scoring that glorious 1-2 at Bathurst in 1977? No matter how many times Holden does it, it's still the greatest finish to The Great Race ever.

For all that, the 2019 Mustang is still hugely significant. It marks Ford's formal return to Supercars racing after a three-year absence, which is key for the health of a category that's seen Volvo and Nissan come and go in recent years.

Getting Ford to sign up was no easy task. It took nearly a year of secret meetings and pleadings from the Ford teams – and some very public threats from Roger Penske to switch to Holden – to convince Ford to back a Falcon replacement.

So Ford versus Holden again. Just like the old days… only not. This is a new era, post the local-manufacturing apocalypse.

Story and Lacroix are two absolutely pivotal players in the Mustang Supercar program. They are at the centre of a network that stretches from south-east Queensland to Melbourne and on to the US. It wraps in Ford Australia, Ford's other Supercar team, Tickford Racing, Ford's Asia-Pacific design office in Melbourne and Ford Performance in Michigan, the blue oval's global hot-tuner road and racing arm.

Looking over their shoulders are another layer of important people, like Penske Racing boss Tim Cindric and Ford management at global HQ in Dearborn.

The logistics of all this are mind boggling. Phone calls, emails, digital files being worked on night and day on opposite sides of the globe, and weekly conference calls on the Ford internal Webex comms system.

"For me, the amount of coordination we've had between all these different parties, that's huge," Ford Performance's Mustang Supercar program leader Brian Novak tells *Wheels* from Dearborn. "We've had coordination before but it's been in the same place, or one location with different teams in it.

"But you add in design studios, Ford of Australia and the multiple racing teams, and then we are here. It's a bigger deal in terms of coordination than I have done before." That's from a bloke whose last project was developing the Mustang NASCAR.

And then overlay the timeline. DJRTP had its first meeting about this program with Supercars on March 29, 2018. The glasshouse dimensions were locked in by late June, computer aided design (CAD) and computational fluid dynamics (CFD) studies were fundamentally complete by early August. The last body panels were being attached to the first Mustang hours before that first test on November 7, and it was successfully homologated on December 12.

"And we ended up winning the championship," points out Story. "But at no point in time did our race program compromise our test program, nor did our test program compromise our race program."

One fundamental eased this challenge. This far-flung group was not developing a Supercar from the ground-up. The way the Gen2 (or Car of the Future) rules work, all cars are based on an identical chromoly steel spaceframe, which incorporates the rollcage. Every car has the same wheelbase and same tracks.

That means the road car's body has to be massaged to fit the standard chassis. Then, under the composite skin, a whole lot of standardisation applies. For instance, the position of the engine, the driver, the front undertray and fuel tank are fixed; the independent rear suspension is a control item, as are brakes and tyres. Shock absorbers can be selected from an approved basket of brands and models.

The biggest technical freedom is the front end of the car, relating to double wishbone, upright and hub design.

Ford teams can, and are, literally cloaking the mechanicals of their existing Falcons in new Mustang composite panels. Among

Is aero important in Supercar racing? Here's a tiny little clue

DXC.technology
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SUPERCARS
AP RACING

FIRE
HELMET FAN
ORANGE CPS
COOLSUIT
GREEN CPS
SEAT FAN
RAIN LIGHT
PUMP MODE

> "WE DESIGNED THE BEST MUSTANG POSSIBLE WITHIN THE RULES OF THE SERIES"
>
> RYAN STORY, MANAGING DIRECTOR, DJR TEAM PENSKE

the six Mustangs expected on the grid at the Adelaide 500 for the new season opener there will be a combination of new and repurposed cars.

Plugged into their cockpits, the drivers will hardly notice the difference. The controls will be the same, the seating position will be the same as a Falcon. The big hint they are in a new car will be a slightly better view out, because the XR8 bonnet hump has gone.

For the mechanics, it's a similar story. There have been minor design tweaks to aid efficiency, but the componentry they maintain, fettle and replace will be much the same (although the entire field swaps to a new Xtrac transaxle for 2019). The big change will come when they attach the composite panels to the inner body. Voila… Mustang!

That amount of carry-over undoubtedly simplifies the task, but doesn't make it simple, given the timeframe to complete the job. The body is the big challenge; making it fit, making it aerodynamically competitive, and making it look as much like the road car as possible.

That last item is a critical requirement of both Supercars and Ford, but it's been the hardest objective to achieve. It's the one that's got everyone talking and plenty of them not approving. Out in the hyper-critical world of social media, race fans have been having a meltdown about the 'mutant' Mustang they have seen only in limited video and still images.

"Give us a year, give us another six months and to be fair … we would have changed a couple of things on that car to make it look nicer," admits Lacroix. "But we did not have another six months."

The key measures of the Gen2 chassis mean the Mustang Supercar is longer and narrower than the road car. There is not one panel that carries across from road car to race car. That's a first, because even the ZB retained its stock aluminium bonnet. But that's not the issue. It's the roll hoop.

It has a kink designed so taller drivers can fit without hitting their helmets on the tubing. Combine that with the fact the rollcage was originally designed to fit over four-door bodies, not fastback coupes and Houston… we have a problem. It's a problem that took a long time to work out, and one that some people still argue has not been fixed.

There's no way round it, the glasshouse of the Mustang Supercar is more upright and bulbous and simply does not flow into the rear like the fastback road car. And there's simply more rake from front to rear, the snout has been purposely left at about road-car height, but the bum is high.

"We designed the best Mustang we possibly can within the

djr
TEAM PENSKE
DJR005

This lump displaces 5.0 litres, just like the road car, but that's where the commonalities end. Race engine runs pushrods, for starters

Repco
PIRTEK
17
McLaughlin
Shell
V-Power
WÜRTH
Ford
MIGHTYMITE
SHARP
DUNLOP
Coles
Rheem

SPECS

Model Ford Mustang Supercar
Engine 5000cc V8 (90°), ohv, 16v
Max power 475kW @ 7500rpm (est)
Max torque 650Nm @ 5000rpm (est)
Transmission 6-speed sequential
Weight 1395kg
0-100km/h 3.35sec (est)
Fuel economy 75L/100km (est)
Price $600,000 (est)

rules of the series, and the rules of the series dictate the rollcage has a certain height and we have cleared it," says Story.

"There are some aesthetic decisions we have made that are driven by performance."

Considering Todd Willing's team at Ford Design in Melbourne contributed heavily to the look of the Supercar in an attempt to preserve the styling linkage to the road car, you've got to wonder how much stranger it could have looked.

"It was just a lengthy process for them to understand this is not a Mustang. It's a Mustang B," says Lacroix.

At the same time, Ford Performance in the USA was crunching the data and developing the car's aerodynamic performance using CFD, the digital equivalent of a wind tunnel, something essential in a championship where physical wind-tunnel testing is banned.

Iterations looped relentlessly; A-P Design pushed road-car DNA, Ford Performance sacrificed DNA for speed and DJRTP kept overlaying the series rules and its own requirements.

"Trying to make them understand the philosophy of the championship was difficult, because it is a very specific championship in terms of what you can and can't do," says Lacroix.

"It's not all written rules. Some of it is 'no you can't do that, you can't have a sharp edge, you can't have a winglet' etc, etc."

Novak offers a blunt racer's perspective: "There are no ugly cars in victory lane," he says down the line from Detroit. He's right, and if the aerodynamic surfacing Ford Performance has applied is effective, then the Mustang will look a lot sexier really quickly.

In motor-racing terms, Supercars do not have a lot of aero-generated grip, or downforce. It's true that Supercars does its best to equalise what downforce and drag is generated across the field – just as it attempts to establish parity of engine power and torque. But take a look at the Mustang's splitter, its 1500mm-wide rear wing, or those giant endplates, and tell us aero isn't important.

"A new F1 car with new aerodynamics makes two seconds, the new aerodynamic for us is maybe a 10th or 10th and a half at best, on an aerodynamic track," Lacroix explains.

The point left unsaid is that in a field routinely separated by one second in qualifying, a tenth is a lot. And in a championship where winners rarely come from anywhere beyond the first few rows, qualifying is key. And while Supercars tests aerodynamics in a straight line, there is no yaw, or cornering, parity testing. That's the loophole, the opportunity.

So, pay attention to that big rear-deck extension. It's similar to the one on the ZB, and designed to achieve the same purpose – to give the air room to calm itself over the rear of the car before hitting the wing. It's the flat boot lid the Mustang road car doesn't have.

The ZB generated less drag and more rear grip than the Falcon in 2018, and that's exactly what the Ford men are chasing for the Mustang, why it was important go testing on Phillip Island's high-speed curves, and why Story is so pumped about the result.

"Is a new, efficient modern Supercar going to equate to better results than an ageing Falcon Supercar?" he ponders.

"You'd have to say yes."

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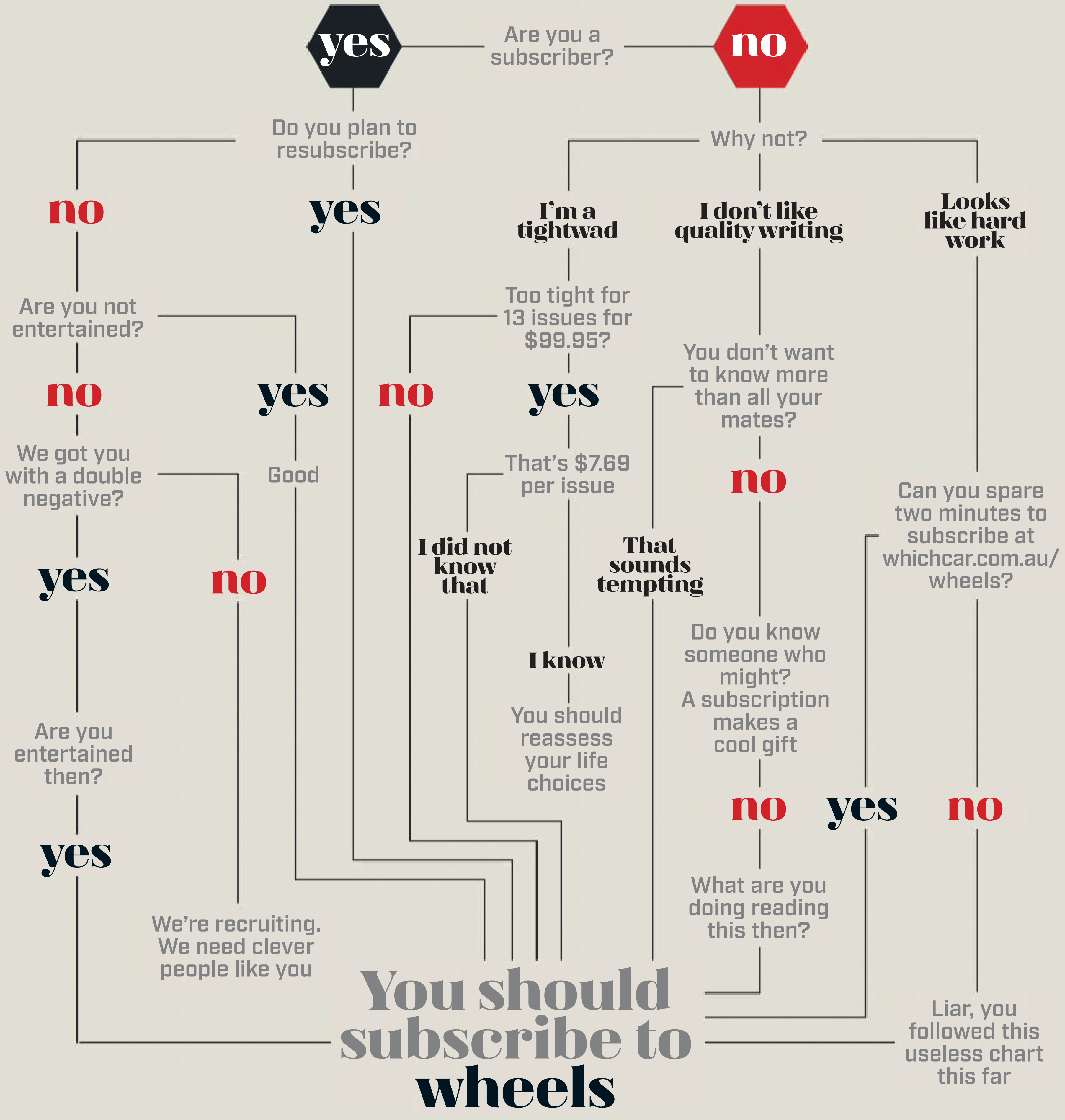

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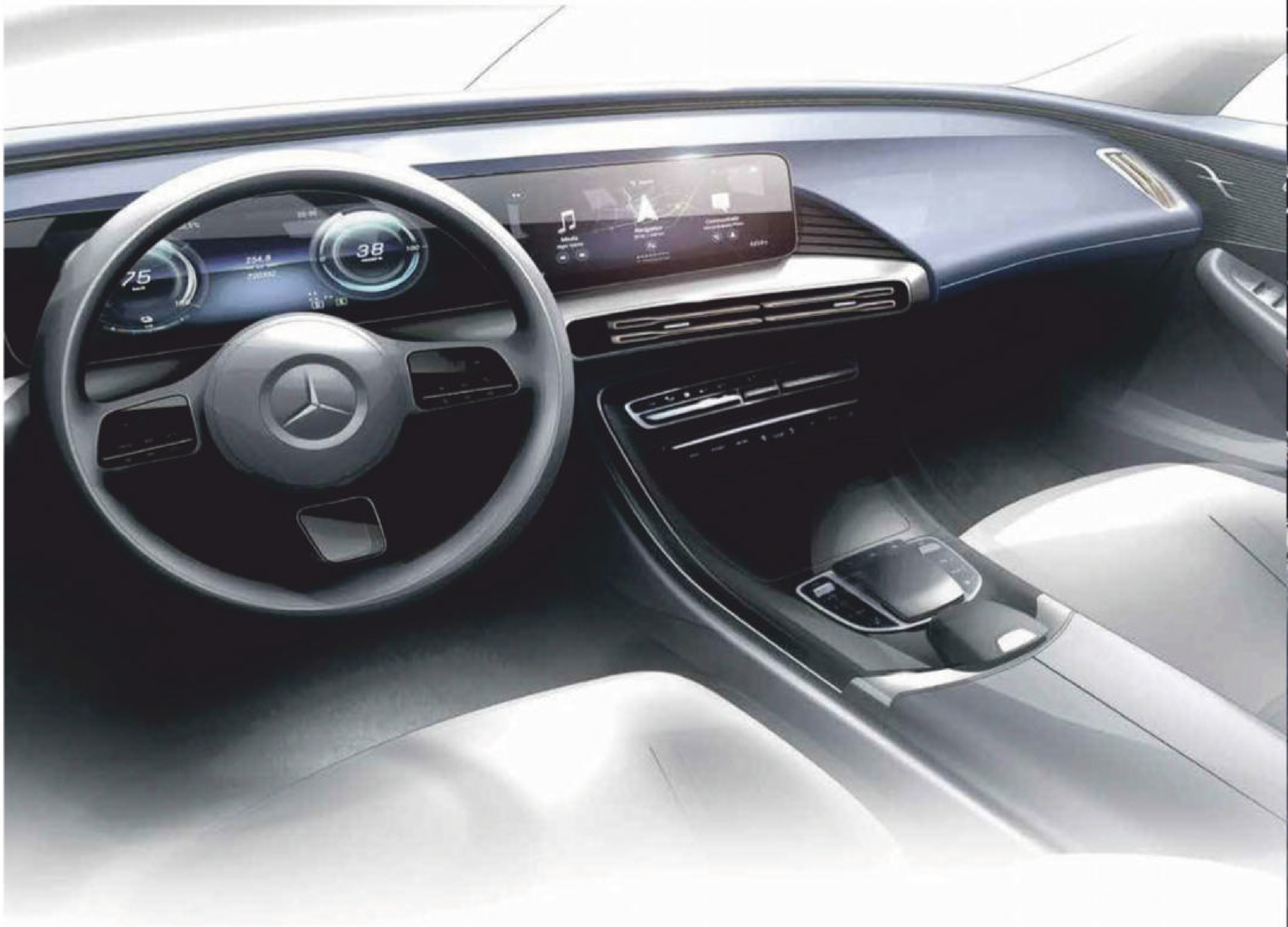
The man with his head in the Cloud

MEET SAJJAD KHAN, A MAN WHO ALREADY WORKS IN THE FUTURE, WHERE HE HAS THE RESPONSIBILITY FOR FORGING MERCEDES-BENZ'S CONNECTED WORLD

WORDS TIM ROBSON



IT'S DIFFICULT TO reconcile the fact that when a car makes its debut on a show stand or an official website, it's actually been in existence for five years at the very least – and perhaps even longer.

From sketch concept to viability studies, from studio comps to scale models, from hard-point sign-off to customer research, a typical vehicle has already lived many lives before it's even born.

Add to that the frightening pace of advancements in the digital space, and it seems like a crapshoot to ensure the chosen path turns out not to be a tech dead end at the conclusion of a long – and expensive – development cycle. A Betamax, or LaserDisc, on wheels, essentially.

Imagine, then, the job of Sajjad Khan, the man responsible for adding relevant technology to Mercedes-Benz vehicles, not just for the next five years, but for the decades beyond.

The quietly spoken vice president of digital vehicle and mobility at Daimler has been in the automotive game since 2001, starting his career at DaimlerChrysler before moving to OE automaker Magna in 2007. A stint at BMW, heading up its Connected Drive division in 2011, preceded his return to the Daimler fold in 2015.

"I'm leading the organisation at the board level for Mercedes-Benz globally in the connectivity domain," he told *Wheels* at the Consumer Electronics Show in Las Vegas. "We call it CASE, which are our strategic pillars of connectivity; it stands for Connected, Autonomous, Shared and Services, and Electric."

Khan explains that his role is to ensure that Mercedes-Benz's essence as one of the most well-regarded luxury brands on the planet is complemented by the right choice of future tech. One of the biggest achievements on his watch thus far is the rollout of the Mercedes-Benz User Experience system, or MBUX, which was launched in the A-Class and will eventually find its way into every single Merc product.

MBUX was built with the future in mind; the next C-Class, for example, will use version 7.0 of the system, and the company works closely with computer-game giant Nvidia to ensure it will grow exponentially in talent and ability.

"MBUX in general; it's kind of massive to the industry," says Khan. "We are developing new vehicles based on those new technologies that are as good as, or even better than, those companies which are coming from other domains – the technology giants, which have trillion-dollar values."

However, Khan is keen to point out that much of the technology produced for MBUX was sourced and produced from within the company. "Not only from the concept perspective, even from the software-programming perspective and the framework perspective, we did in-house," he says.

"CLOUD INTELLIGENCE, SPEECH… THE MAJORITY OF THE WORK IS DONE IN-HOUSE"

Connected
Shared
Autonomous
CASE
EQ

Right: Kahn making his future-tech 'CASE'. Left: More computing power and better voice-command systems means less buttons

Brand shapers

THE OTHER KEY M-B MEN WITH FINGERS ON THE DATA PULSE

View from the top

Daimler's head of group research and development, Ola Källenius, is earmarked to replace Dieter Zetsche as the company's CEO. He's also the former head of AMG and is at pains to point out that there are still plenty of performance options within the Mercedes-Benz portfolio, with more to come thanks to Formula One-style hybrid technology.

"Let's not talk cylinders so much," he says. "I mean, the V8 will be there for many years to come, and the V12 is still there as well. What the customer wants is a level of performance. If you buy an AMG, depending on which one you get, you're expecting a certain performance experience."

Källenius goes on to say that how that performance is delivered is becoming less relevant for the customer, as long as the company can continue to deliver it while meeting increasingly tough CO_2 restrictions. What that's likely to mean is greater use of EQ Boost technologies and hybrid systems.

Design central

Gorden Wagener is the chief design officer of Daimler and, as the man behind the aesthetic of the brand, he needs to manage the expectations of current customers as well as people who aren't even thinking about owning a car any more.

"Eventually we will see autonomous cars running through urban metro areas, but there will be still enough people out there who can afford a car, and maybe don't want to share their car," he says. "So it's important to make a personal autonomous vehicle attractive because it's *your* car; it should still be luxury. Therefore, it has to have an appealing style, because that will differentiate it from the mainstream."

Thankfully, though, Wagener still has petrol running through his stylus.

"With all the [talk of] hybrid, electric and autonomous cars, we must not forget that driving is fun, and I love driving," he grins. "I love my GT. Driving is fun, and I love the sound of my V8!"

KHAN SAYS THE AUTONOMY ROLLOUT WILL DEPEND ON FACTORS THAT CAN'T BE CONTROLLED

"Cloud intelligence, speech… we use the base systems from key partners, but the majority of the work is done in-house."

Think of MBUX as a powerful computer sitting behind your dashboard, and you're on the right track. Its ability to learn and adapt to its new owner is already well known, but Khan says there's a lot more potential already built into the system, and it won't be limited by chipsets and screens.

"The game-changing thing is how you connect everything together, so that from the customer perspective, it's seamless; they don't have a feeling of 'am I autonomous or am I in the connectivity domain at the moment, or am I driving electric?'" he says, leaning forward.

"If you're driving electric and you have a range, what does it mean? Does it make sense to drive autonomous, or non-autonomous? And if you're driving autonomous, is it beneficial to say, select the air-conditioning system via the MBUX, when you can use your AI algorithm to decide: 'the customer has given a destination, which needs another five kilometres of range, so I should switch off this and that,' then the customer could reach the destination," he says.

Mercedes-Benz has already debuted some of the best-performing driver-aid products with its Driver Assistance Package in cars like the E-Class and S-Class, and Khan says the company is in a good place when it comes to rolling out the next levels of vehicle autonomy.

"Our attended-driving, or driver-assistant, philosophy is to keep it simple," he says. "We are incrementally developing the systems, from [assistant levels] one to three. In parallel, we are also following the path to produce complete level four and five (complete automation, hands-off, eyes-off). So we are not waiting."

The road to a driverless future isn't quite mapped out yet, though, according to Khan, who observes that the autonomy rollout will depend largely on factors that can't be controlled.

"I think the major thing is looking at different markets around the world, and the infrastructure available in those markets … how can you cover all the use-case issues?" he asks.

"We could look at level four or five for a specific town or region or district, because you know that you have sorted out the whole-use cases there.

"Maybe when you try to take the same thing to Venezuela, or to Mexico, or somewhere else, it may not work, because of a lack of infrastructure."

The digital revolution is just warming up, and it's obvious that Mercedes-Benz – thanks to people like Sajjad Khan – is right at the vanguard of a connected future.

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THE ALL-NEW VOLKSWAGEN TOUAREG DEMONSTRATES ITS FIBRE BY TAKING ON THE DUNES, DIRT AND RIVERS OF MOROCCO

WORDS NOELLE FAULKNER **PHOTOS** CHRIS BENNY

WOB VX 251

THIRD-GEN TOUAREG ARRIVES WITH A NEW LEVEL OF SOPHISTICATION, TECHNOLOGY, AND DARE I SAY … BEAUTY?

ON THE TOPIC of tourist taboos, the late British journalist A.A. Gill once noted that “every camel owner has heard every *Lawrence of Arabia* quote and none of them have seen the film.” So, despite temptation, I refrain.

Because in Morocco this is likely true, with tourists flocking here to live out their Maghreb dreams of amber Saharan sunsets on the back of one-humped ungulates, many of which are Australian-born and exported here.

Alas, our ride, despite sharing a name with one of the local nomad tribes, is not a native of this land. But if ever there was a proving ground to help shake off any sleepy suburban associations the Volkswagen Touareg might have, it is four days spent exploring the sprawling, challenging and diverse landscape of this North African wilderness.

It’s been eight years since Volkswagen graced us with a new Touareg. This third generation, unveiled in Beijing last year, is Wolfsburg’s most ambitious and luxurious SUV to date.

“Tailor-made, innovative, pure ability, pure muscle,” VW head of design Klaus Bischoff enthused at the time. “Never before has it been this elegant, this innovative.”

Sure, he would say that, but he does have a point. The all-new five-seater, underpinned by the group’s lauded MLB platform (shared by the Audi Q7, Bentley Bentayga, Porsche Cayenne and Lamborghini Urus), has arrived with a new level of sophistication, technology, and dare I say … beauty? So much so, Touareg is locking eyes with showroom frontrunners and luxury goliaths like the BMW X5, Audi Q7 and Volvo XC90. As for the muscle that Bischoff mentions? That remains to be flexed over the next four days in rural Morocco.

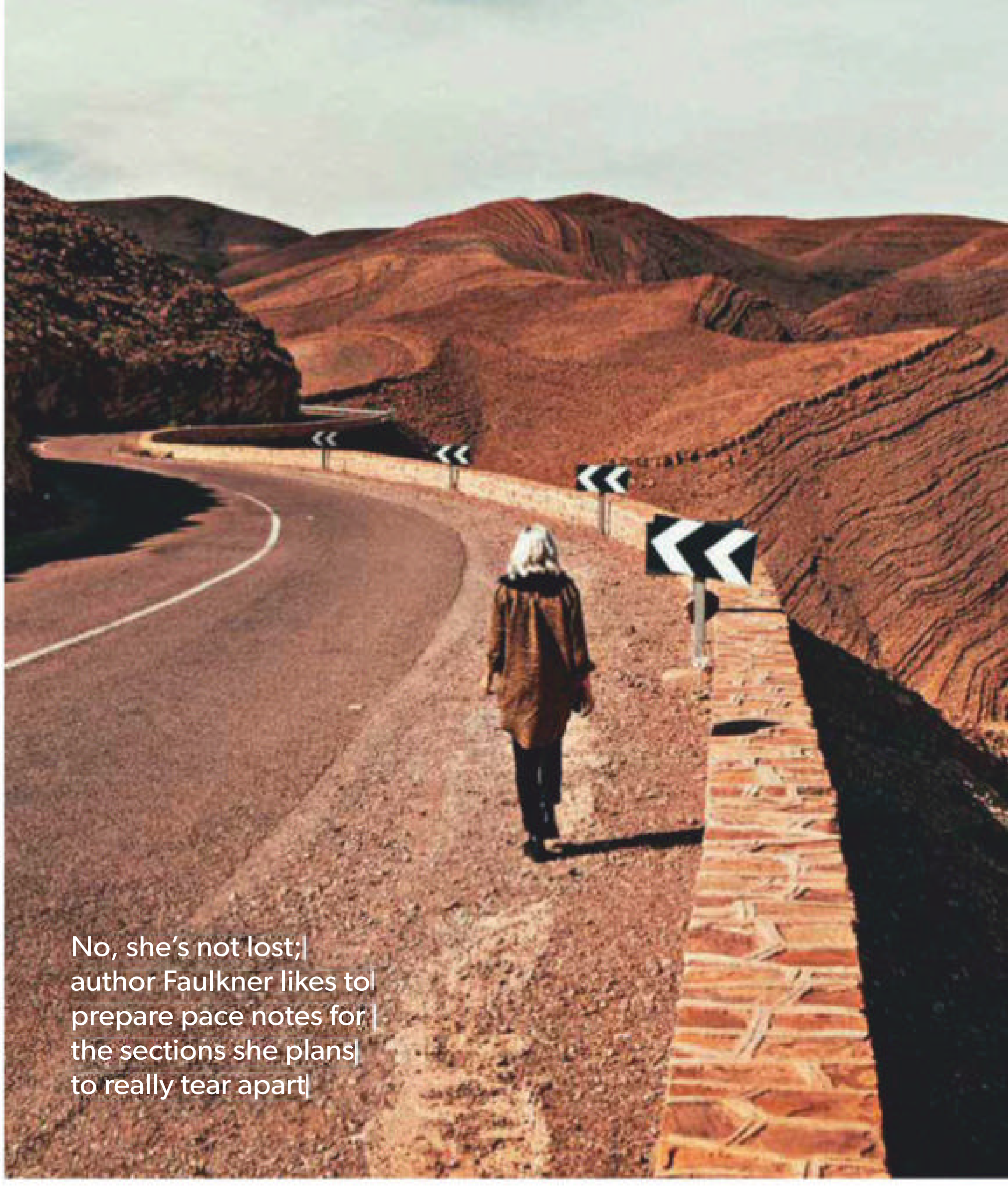
Our journey starts at the crack of dawn in Marrakesh, where the only thing more painful than the passport-control line at the airport is the deathly peak-hour traffic. With a rising crimson sun in the distance, we turn on the Desert-Storm-like Night Vision, one of the many driver-assistance systems making its debut in the Touareg, and embark on a 588km journey. Our destination is an eastern desert camp in Merzouga, which lies at the foot of the enormous Erg Chebbi sand dunes, just 50km from the notoriously shady Algerian-Morocco border.

Propped up on protuberant General Grabber 225/60 tyres on 18-inch alloys, our left-hook, high-spec R-line Touareg’s first challenge is the snaking and currently icy hill climb through the snow-capped Atlas Mountains.

In Australia, the Touareg will arrive with a 3.0-litre V6 turbo-diesel engine making 190kW and 550Nm; a unit already familiar to Amarok owners. However, our European-sourced test car boasts a mouse-quiet yet ballsier 210kW/600Nm tune that Australia won’t see until later this year. While other markets might get a V6 petrol, a plug-in-hybrid or even a burlier V8 turbo-diesel, none are yet confirmed for Oz.

Our high-flying route turns out to be a mix of shockingly terrible and extraordinarily smooth roads, and blind cliff corners that put us at eye level with Golden Eagle nests. Our pedestrian-monitoring system is put to the test saving the tenuous lives of locals who leap onto the road in front of us to peddle shiny rocks.

The mountainous landscape shows off the hefty two-tonne SUV’s newfound nimbleness, which has been achieved in spite of the fact that it’s actually 83mm longer, 44mm wider and on a 1mm longer wheelbase than the old Touareg. Fortunately, it’s also lighter, and lower, than its predecessor. Adaptive air suspension and four-wheel steering contribute to a level of



No, she’s not lost; author Faulkner likes to prepare pace notes for the sections she plans to really tear apart

The logo says VW, the quality and tech level not far short of Audi

Coca-Cola
WOB VX 233

dexterity that is hard to fault, even in tough conditions.

Couple this with the active anti-roll bars that we'll be thankful for once we reach the dunes, and these are options sure to be worth their weight in gilded couscous.

After hours of majestic mountainscapes and towns of dreamy pastel-salmon-hued architecture, plus a Moroccan tea and coffee stop along the way, we arrive at the edge of the Sahara, where we're greeted by a tawny sunset coated in a rich stillness. At this point, in the silence of our otherworldly desert camp, aside from the occasional camel, our only reminder of home is the odd Eucalyptus tree growing out of the dirt.

As we unpack the car, my co-driver notes the 9.0L/100km trip reading on our display. It's far from the 6.0L/100km fuel consumption VW says the Touareg will give you in an urban environment, but still surprising considering the number of hill climbs and power-overtaking manoeuvres of donkey carts and beat-up Volkswagen Mk2s, Renault 4s and Mercedes-Benz W123s dressed as taxis we just performed. If you're in the market for an old French hatch, Morocco is a dream; what old 4x4 Fiat Pandas are to rural Italy, the Renault 4 is to the Maghreb.

After a night under a bright, full desert moon peppered with campfire crackles and French-Arabic sing-alongs by our camp's staff, we rise at dawn to prepare the Touaregs for a day tackling some of the largest dunes in the Sahara. In Erg Chebbi, some of these wind-formed structures can rise up to 150m tall. I'm told that, in summer, locals come here to bury themselves neck-deep as a cure for various ailments (presumably being dry-roasted alive by Saharan sand will make other illnesses seem trivial).

Before our Touaregs get coated in this dust-fine sand, I have a sniff around the boot, which has grown from 697L (1642L with rear seats flat) to 810L (1800L) and sample the glorious adult-sized space in the rear. Actually, it was more of a desperate attempt to get signal from our car's always-on wi-fi hotspot. Using a SIM, up to eight devices can connect and, based on my testing, the signal stretches to up to five metres away. It's great for camping, provided you're not in the Sahara.

When it comes to technology, Volkswagen has certainly learned from the shortcomings of the previous-gen Touareg, which struggled to keep up with the times. Smugly driver-centric, highly user-friendly and cleanly designed, the Touareg packs so much in that it's almost a smartphone itself. The huge, customisable 15-inch digital central touchscreen and seamless 12.3-inch Active Info display, (which, granted, will come at a price) is stunning and arguably rivalled only by Volvo's current system.

Keep in mind, our Touaregs had every box ticked, but with a 14-speaker 730-watt Dynaudio system (or 80W eight-speaker system as standard), four USB ports, wireless charging, a head-up display, as well as active safety including semi-automated steering and lane-keep assist, cross-traffic assist, LED matrix headlights, park assist (including trailer-manoeuvring assist), driver-fatigue-alert systems and active pre-crash systems; one can see why this is the most thought-through VW to date. And in eventual top-spec guise, likely one of the priciest.

The Germans in charge of our expedition have deactivated our enormous panoramic sunroof to minimise dune-hoon sand damage, which is probably for the best. After dropping tyre pressures and switching our driving mode to 'Sand', Dakar jokes are made and we're taking on the baby dunes – which involves much use of the old "when in doubt, power out" mantra. And if you do get bogged, some tricky use of the same, only in reverse will generally save you.

At this point, I'm not sure if I'm having heart palpitations from the fun of it all, or because of the looming dunes I can see in our future. Bouncing over the ergs (as the locals call them) and carving up the fine Saharan sand, the sprightly Touareg feels a lot smaller than it is, with the V6 providing all the power needed. That is until our training wheels are taken off and we're faced with a CGI-like wall of sand some 50-plus stories high. We're told to go straight up. Don't stop. Right foot flat. I'm second in line, driving alone and feeling smug so, of course, I bog the thing before the crest. Thankfully the Touareg has a towing capacity of 3.5 tonnes, so I'm pulled out by one of the identical VWs in our group.

I tap into everything I've learned from hours of watching Saudi Arabian dune racing on YouTube, and following the #justsendit hashtag on Instagram, and find myself in a blur of sand and sky and bumps and V6 growls. I'm hammering up the dunes pointing toward a German dot waving his arms at the top.

The view is breathtaking, extending toward Algeria and beyond. Our campsite is but a fuzzy oil painting below. Thing is, I spend way too much time taking in the view, and don't realise everyone has already made their descent. So Chris Benny, our photographer, and I are alone on Erg Chebbi. I have no choice but to point the thing downwards and go for it. Alas, hill-descent kicks in – it's auto-activated in off-road mode – and the entire experience feels like I'm on a wire. Easy.

Making our way out of the desert, our night is to be spent in a kasbah in Ksar Bicha. This is camel country, where drivers prepare their beautiful herds for sunset tours. As the sun falls, the serene call to prayer echoes across the small town of unfinished and decrepit buildings and, just outside my room, sleepy-eyed camels curl up for the night as a majestic ambience rings in the air. The next day, our loop back to Marrakech begins, this time with a lot less drama, or so we're told.

We have just over 500km to go, including long stretches of highway, rain and mud, through the upper Dades Valley and its desert plateau. We pass through "gateways to the Sahara"; grand, regal-looking Moroccan gates that announce more peach-coloured towns filled with bustling bazaars and children stacked on motorbikes. You can imagine the statement seven silver Volkswagens, complete with mean modernist grilles and exaggerated arches, make upon arrival.

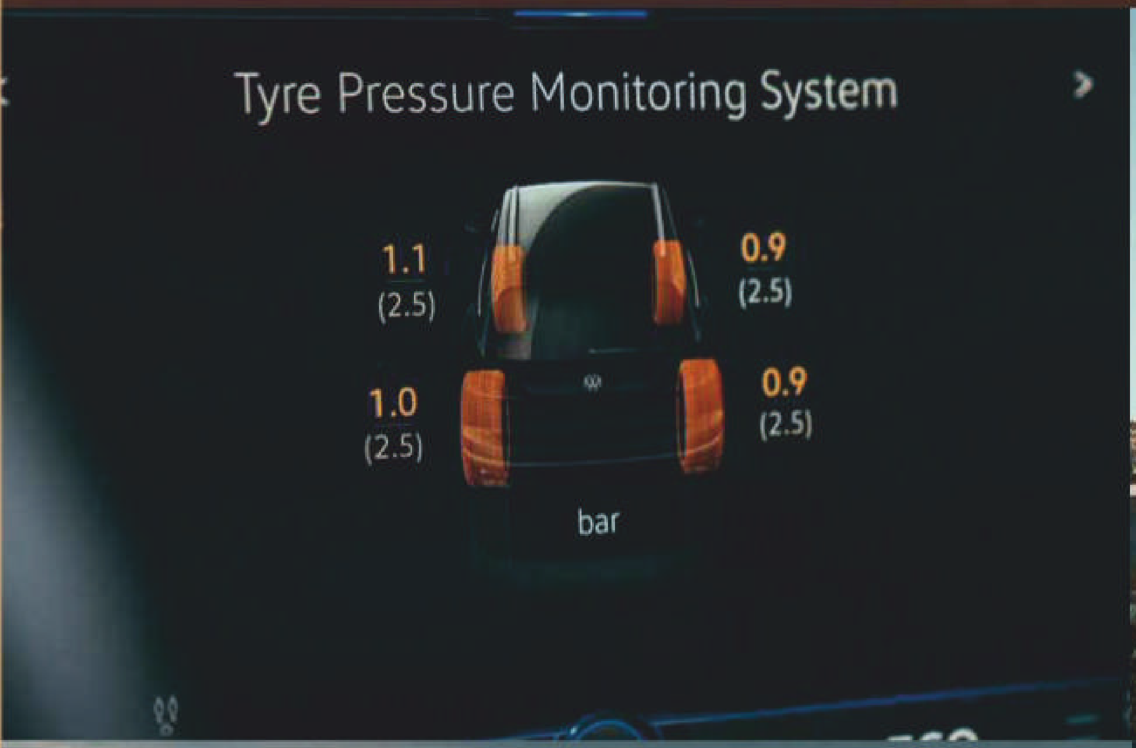
From the cockpit, these long stretches highlight the lounge-like quality of the Touareg's interior. It also gives us time to play with the personalisation, including things like the ambient

> I TAP INTO EVERYTHING I'VE LEARNED FROM WATCHING SAUDI DUNE RACING ON YOUTUBE AND FIND MYSELF IN A BLUR OF SAND AND SKY

Like it or hump it

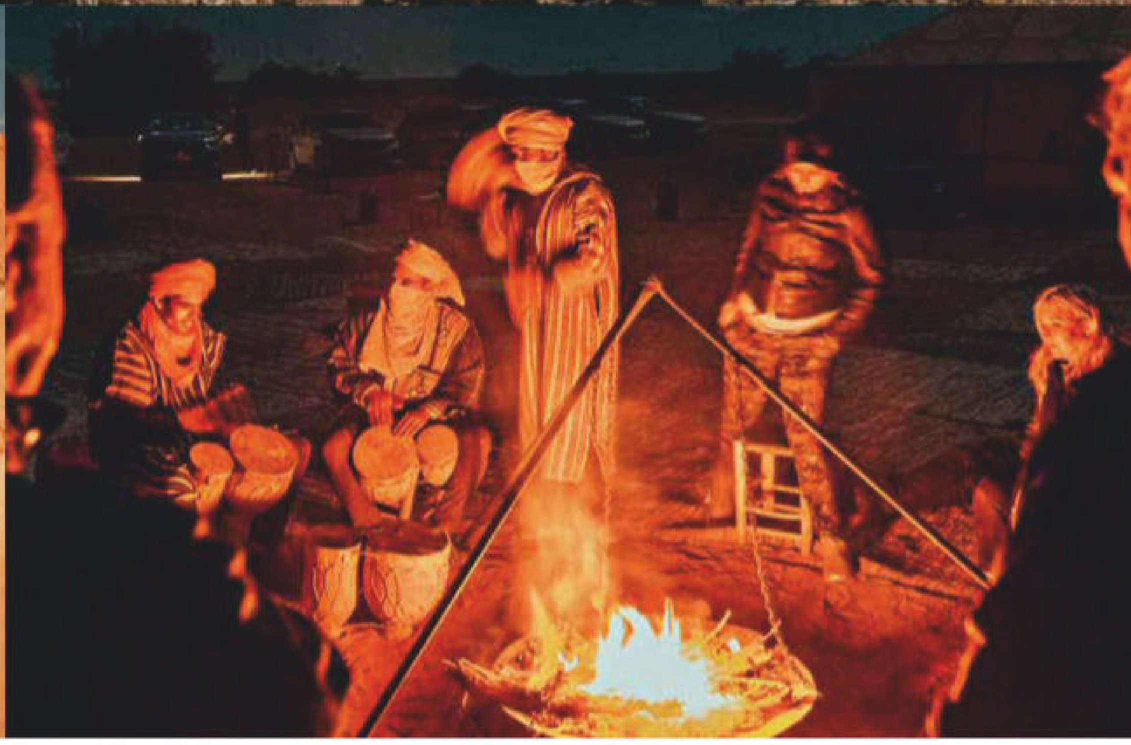
HORSEPOWER IS SO LAST CENTURY

In desert-dune conditions, automotive engineers in the UAE reckon conventional power and torque measurements are largely redundant. Instead, the boffins have come up with 'camel power', which factors in velocity over a steeply inclined sandy surface. These engineers are serious about establishing camel power as an official measurement in the Middle East. Fine, as long as it never catches on here.



Locals refer to them as 'ships of the desert'. This clumsy one is named Costa Concordia

You'll need sand mode and reduced tyre pressures for this stuff; 600Nm also helps



After days like these, you'll be glad you ticked the boxes for massage seats and four-zone climate control

lighting, digital-cockpit set-up and home-screen preferences, as well as the driver-assistance systems, which do what they say on the tin, even if the lane-keep assist drives us a little mad.

The final leg, from the Dades Valley to Marrakesh, via Ouarzazate, is where the sheer generosity of the glasshouse and cabin visibility shines in the Touareg, at least in the front two seats. This is Morocco's Hollywood, a famous backdrop to *Lawrence of Arabia* (of course), *Gladiator*, *The Mummy* and more. The tall, blocky towers of the ancient Ksar Aït Benhaddou hold court here, bookended by a geological rainbow of colour.

Our destination is the Draa Valley, a rocky riverbed and our final chance to put the Touareg to the test. After turning the dial to 'Off-road, level two', raising the height of the adaptive air suspension 70mm for a total clearance of 258mm, we're guided by the careful Germans over boulders and streams to a road banked at 35 degrees. The Touareg doesn't even flinch.

Then, with just over 100km to go, the Germans start to get edgy. Is it just that famous culture of punctuality, or something more? We soon find out that the problem is we're heading for the Tizi n'Tichka Pass – a cliff-hugging twister that rises 2260m, back through the Atlas Mountains, part of which we took on day one – that is regarded as one of the most dangerous roads in the world. Couple that attention-grabbing reputation with the mania of Marrakesh during peak hour, and our hosts are itching to get back, preferably in one piece.

SPECS

Model Volkswagen Touareg V6 TDI
Engine 3.0L, V6, dohc, 24v, TD
Max power 210kW @ 3500-400rpm
Max torque 600Nm @ 2250-3250rpm
Transmission 8-speed automatic
Dimensions (L/W/H/W-B) 4878/1984/1702/2894mm
Weight 1995kg
0-100km/h 6.1sec (claimed)
Fuel economy 6.0L/100km
Price $88,000 (estimated)
On sale May

The drive home sees us on high alert as small trucks fling themselves around us on narrow, blind corners. Moroccan versions of Piaggio Ape three-wheelers almost topple over while sprinting downhill in front of us and our blind-spot monitors are having some kind of fit. We know the big VW's active alerts work because things are beeping, constantly.

Marrakesh traffic is even more horrific, with suicidal, snapping tuk-tuks having close-calls with lane-splitting taxis, while horse-drawn carts almost run right over pedestrians. It's chaos. We see injured animals on the road, beat-up Renault 12s near-missing motorcyclists, and, at one point, a child runs blindly on to the road to chase a ball, like something out of a road-safety ad. At least India has a horn-beeping system!

Finally, our now-dusty Dakar-on-the-school-run silver convoy makes it to the finish line. After quiet reflection on our survival, and surveying the layer of golden dust that now coats everything, I begin to think about all the Touaregs that, once they arrive in Australia in May, will be coddled under suburban carports, unaware of their potent potential.

It's unlikely many Touareg owners will get anywhere near the limits of what we now know this deeply impressive incarnation can do. And while it seems like Morocco hasn't changed a jot since Keith Richards crossed the Strait of Gibraltar in his S3 Bentley Continental in 1967, we can at least be thankful that its landscape provides proof that Volkswagen's once sleepy suburban SUV has.

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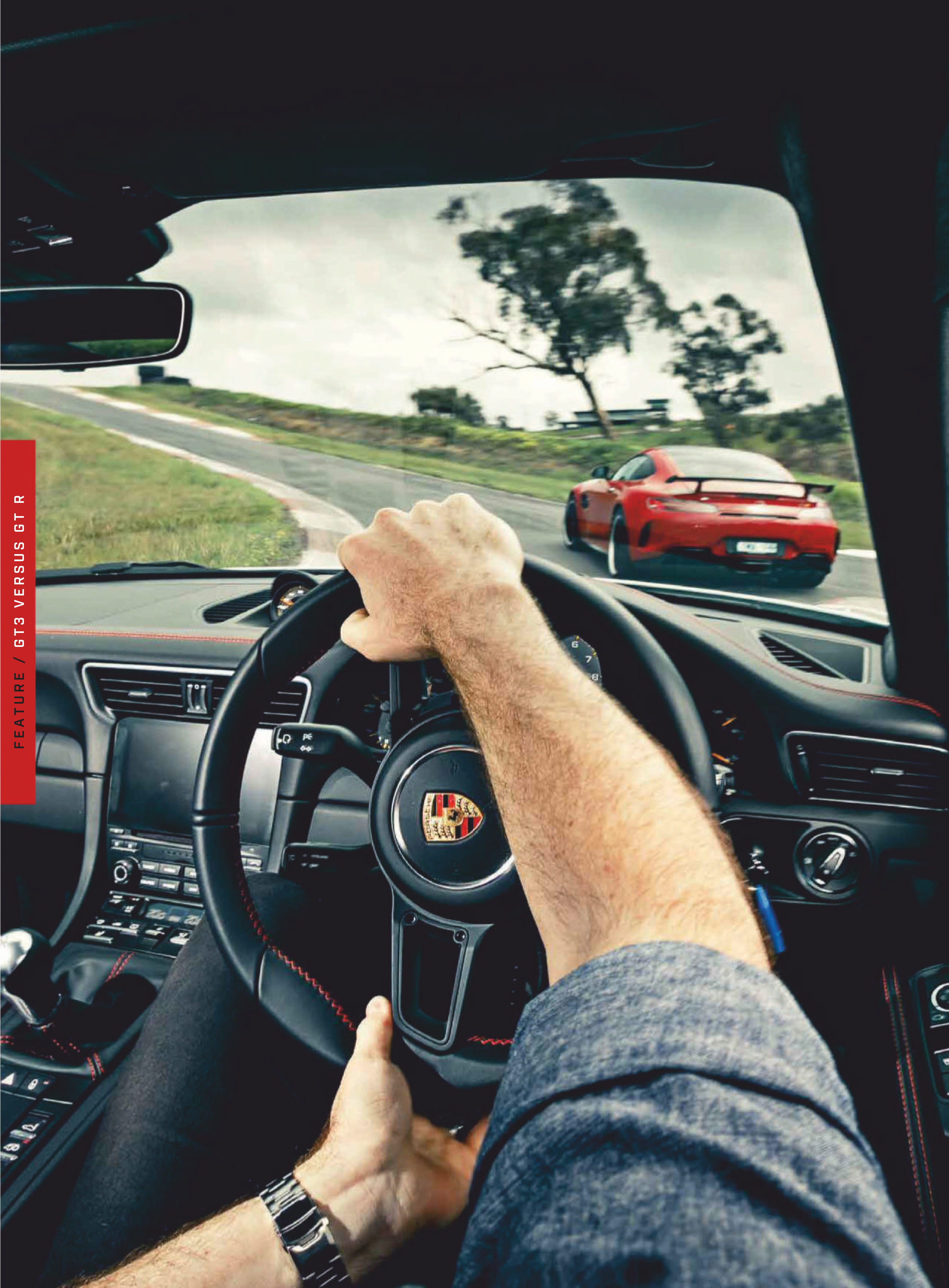


Fire & fury

MERCEDES-AMG GT R AND PORSCHE 911 GT3 TOURING: DIVERGENT EVOLUTION AND AN ODE TO FINDING YOUR JOY

WORDS RYAN LEWIS **PHOTOS** NATHAN JACOBS

IT'S GETTING harder to be a car enthusiast by the day. Soaring levels of congestion, declining levels of courtesy, rising fuel prices, ever more oppressive enforcement of regulations, punitive car taxes and a negative public image are constantly working against us. It's no wonder getting a driver's licence is no longer an automatic choice for many young people.

But in the right car, on the right road, there's something about driving that's a special kind of therapy. What constitutes the ultimate driver's car is the subject for pub banter to keep groups of car nerds out all night. But there is no question that every great driver's car should compel its owner to do one thing: grab the keys and drive.

For a lot of people, the Porsche 911 is the consummate driver's car. Its evergreen appeal is owed in large part to a set of fundamental ingredients that remain unchanged even after decades of development. It's the yardstick by which other sports cars are measured, and in the guise we have here, its purity is arguably at its most distilled.

Late in 2017, Porsche became particularly displeased with market speculators flipping limited edition 911 Rs at a profit. One take on the GT3 Touring option pack is that it's Porsche having the last laugh, by giving buyers of new GT3s a 911 R-alike package without the mark-up.

Behind the rear axle sits an awe-inspiring 368kW/460Nm 4.0-litre naturally aspirated flat-six and the same six-speed manual as in the 911 R. But the Touring pack deletes the GT3's roll cage, harnesses, and – most notably – rear wing. In Carrara White over satin aluminium centre-lock wheels, it might be the most beautiful 911 money can buy.

Beautiful is not a word you'd choose to describe its flamboyant challenger. The Mercedes-AMG GT R is rude. In Jupiter Red – surely the best colour available – it's a retina-grabbing showstopper oozing supercar presence.

No other iteration of AMG's second, clean-sheet sports car is more powerful. Its 4.0-litre twin-turbo V8 wrecking ball produces 430kW and 700Nm, with maximum torque delivered across a broad 3600rpm span starting from just 1900rpm. It is the antithesis to the peaky, rev-hungry GT3, bundled into a performance chassis with race-derived active aerodynamics.

The GT R looks especially spectacular from the rear. Its broad wing lines up perfectly with the turret, and a trio of exhaust outlets sit within an enormous diffuser inspired by GT3 racers. Side-by-side with the pared-back 911, it's strange to think these cars come from the same city.

As tested, the prices of these two are separated by just $6199. The GT R is more expensive at $372,129, but their base prices are drastically different. The Porsche is some $24,000 cheaper there, but nobody is buying a GT3 Touring without adding options, and it's all too easy to rack up a significant bill with only light box-ticking. Our GT R, on the other hand, is relatively standard. Carbon-ceramic stoppers ($17,500) and forged wheels ($3500) are the only items added.

Fixed-back bucket seats are a no-cost option, though they're canted back a little further than those in the Porsche and don't quite provide the perfect driving position. Chunky shoulder bolstering also gets in the way of the GT R's awkwardly positioned shifter, which is wedged way back in the

GT3 is the more tactile partner but that doesn't mean your mirrors won't be filled by the GT R's filter-feeder face

AMG
CERAMIC

> THE GT3 TOURING MIGHT BE THE MOST BEAUTIFUL 911 MONEY CAN BUY

IN FOCUS

Early doors

AMG SIGNALS THE WAY AHEAD

What's next for the GT Coupe? AMG's GT 4-Door offers a few hints. In GT63 S guise the 4.0-litre V8 pumps out 470kW and 900Nm for a 0-100km/h sprint of 3.2sec. Its cabin introduces Merc's dual-pane widescreen display, and console buttons with tiny LCD screens built-in.

SIDE-BY-SIDE WITH THE PARED-BACK GT3, IT'S STRANGE TO THINK THESE TWO CARS COME FROM THE SAME CITY

1MA·1HH
DWX·06N

IN FOCUS

The control room

LOWDOWN ON THE HIGHLIGHTS

MERCEDES-AMG GT R

GT R's interior has remained largely unchanged since its 2014 debut, and the user interface is starting to look and feel dated. Raised centre console, high window line and deep sports seats cocoon occupants, creating a cabin feel that's in keeping with the supercar exterior.

PORSCHE 911 GT3 TOURING

GT3 Touring would certainly be quicker with a PDK gearbox and no dawdling human operator, but the manual is something to savour. Rev-matching is done for you on downshifts in Sport mode, or you can DIY. Guards Red seatbelts come as $630 well spent.

GT R was built to paint parallel black lines on hairpins and guilty grins on its driver's face. Yaw angle is exaggerated by that rearwards seating position

The GT3's steering and turn-in is so intuitive that the car soon feels like an extension of your bodily extremities. The GT R takes a little longer to key into

transmission tunnel where only stumpy T-Rex arms can get at it.

Some packaging compromises are dictated by the proportions of the AMG's monstrous drivetrain. The GT R is a V8 skateboard with a cabin shrink-wrapped to the top of it. There's limited space inside around the tree-sized centre console that hides a torque tube for the seven-speed transaxle. Anything tucked into the tiny cubby near the back gets warmed to serving temperature.

Conversely, the GT3 is an ergonomic masterpiece inside. It guides the driver's hands to inadvertently rest in the ideal driving position on a perfectly sized steering wheel. Porsche's engineers simply have this mastered. No other cabin is as finely honed, and a connection forms before the car turns a wheel.

The GT R takes a little more acclimatisation. Gazing down the long hood it feels deceptively large, when it is in fact shorter than a C-Class, but sitting near the rear axle and telegraphing steering commands to the remote front-end is initially disconcerting, especially when things get moving as quickly as they do.

The AMG's appetite for tarmac is utterly ferocious. With enough traction, three digit speeds are dialled up in mere moments. The official claim for a perfect launch is 0-100km/h in 3.6sec, but once into its stride the GT R is even more impressive. Clever electronic systems precisely judge available grip before feeding in everything it has on tap. Hooked up and hammering, the GT R is a runaway train of colossal Teutonic brawn that feels as though it could slide out from beneath you.

The Porsche's engine has an entirely different character. Given its racing pedigree and top-end performance focus, its flexibility is remarkable. The 4.0-litre pulls cleanly from low revs and charges forcefully towards redline, building intensity with each gearshift. In a straight-line sprint the GT3 is slightly slower to three figures at a claimed 3.9sec, but its superior grip often leaves the GT R looking flummoxed.

Power and torque ramp with engine speed to peaks much higher in the rev range than the GT R's. Maximum twist arrives at 6000rpm, full power hits at 8250rpm, and getting there is an utter thrill, with the shrieking flat-six seemingly mounted to the driver's spine. It fizzes through a twilight zone between 7000 and 9000rpm like an overclocked dentist's drill that won't stop spinning. Nailing a perfectly timed upshift as the needle reaches the frenzied limit of its arc is among the sweetest feelings a driver can experience.

Everything about the GT3 is geared to get to nine grand, and that has an immediate effect on the way you drive it. Distances between corners become a game of mental processing power; with the goal to reach redline with enough room left to pin the brakes and clip the apex before launching at the next one.

Acoustics hard-wired into the cabin dictate the GT3 experience just as much as the outright speed. A baritone note vibrates the cabin furniture at idle, then morphs, with more revs, into a deep bellow that hardens at 4000rpm and picks up yet more volume. There's an intoxicating level of detail in the GT3's soundtrack that never gets old.

The AMG's aural accompaniment is a cacophony of an entirely different spectrum. How anybody could live with the whirr of an electric car after hearing either of these two is beyond me. The GT R snarls like lions baying for blood, especially when launching from a standstill using its Race Start function. But it's much more than a straight-line weapon.

Pushing through turns the GT R's front-end grip is phenomenal. It sticks with unwavering commitment, assisted by a four-wheel-steering system that adds low-speed agility and high-speed stability. With familiarity the GT R seems to shrink and become easier to place, and the initial remoteness of its steering rack melts away. From lock-to-lock the AMG's steering is quicker and lighter than the Porsche's, yet feels more artificial in its assistance; as do the brakes, though their stopping power is huge.

THE GT3 RELIES ON PRECISION INPUTS, WHICH MAKES THE DRIVER SOMEHOW MORE INTEGRAL

The GT R is a marked step above a regular GT S, with a surprisingly broad and approachable performance window. Barrel it into a corner at whatever speed and it has the tools to sort it out on the fly. Competent electronic aids make it a doddle to slide around, too. The Porsche is much less willing to cut lurid shapes, and asks to be driven quite differently. It demands intelligence and anticipation from the driver to deliver its best results. Power understeer is there to greet those who aren't set up before a corner and patient with the throttle. Get it right, though, and the 911's traction on corner exit is incredible.

The GT3 relies on precision inputs, which makes the driver somehow more integral. That often means accepting that you are the bottleneck in its performance envelope, but the rewards are on another level. It has a mechanical immediacy and authenticity that is fully engrossing.

At 100km/h on a fast backroad the mood inside each of these cars is entirely different. The GT R feels totally unstressed lapping up corner after corner with minimal exertion. That it has acceptable ride comfort is a huge surprise given the stiffness of other AMG GT variants. There's a cruising talent to this GT that its track-focused appearance doesn't immediately suggest.

Conversely, the highly strung GT3 is always standing to attention and bubbling with an energy that can't be dialled back. It's a bit of a confused thing, this GT3 Touring. Some rough and ready characteristics are expected from the regular, be-winged race car with numberplates. But its brake squeal, drivetrain shunt and ride stiffness don't fit with the Touring part of its name. Calling it that implies a softness – a touring ability – that it just doesn't have. But that doesn't make it any less brilliant as a driver's car.

A greater level of tactility and connectedness is what the Porsche ultimately has working in its favour over the AMG. There are some easily quantified advantages too, not least of which is their relative fuel use. The GT3 wasn't exactly a miser at 15.9L/100km over our test, but the GT R needed 20.6L/100km. And you could practically hear it guzzling in the wetness of its exhaust note; as though forearm-sized fuel lines were hosing the combustion chambers with 98 RON.

The GT R's ability to deliver a heavyweight blow is the quality that makes it a thoroughly compelling proposition. It somehow feels stronger, a little bit more pliant, and as though it has more in reserve. A degree of sensitivity and feedback is still to be found by AMG's engineers, but what they have developed is a much more complete package than its hot-rod theatrics might have you think. For some, it will be the better choice, with a demeanour that's easier to live with and a more casual approach to going ridiculously fast. The Porsche is completely undiluted by comparison. It seems to run on a knife edge, and ultimately delivers the sharper, more alert driving experience.

That pure, mechanical sweetness instils in the GT3 Touring a final level of involvement and satisfaction that makes it the most accomplished in the art of driving for its own sake.

THE SPECS

COMPARISONS MAY BE ODIOUS BUT...

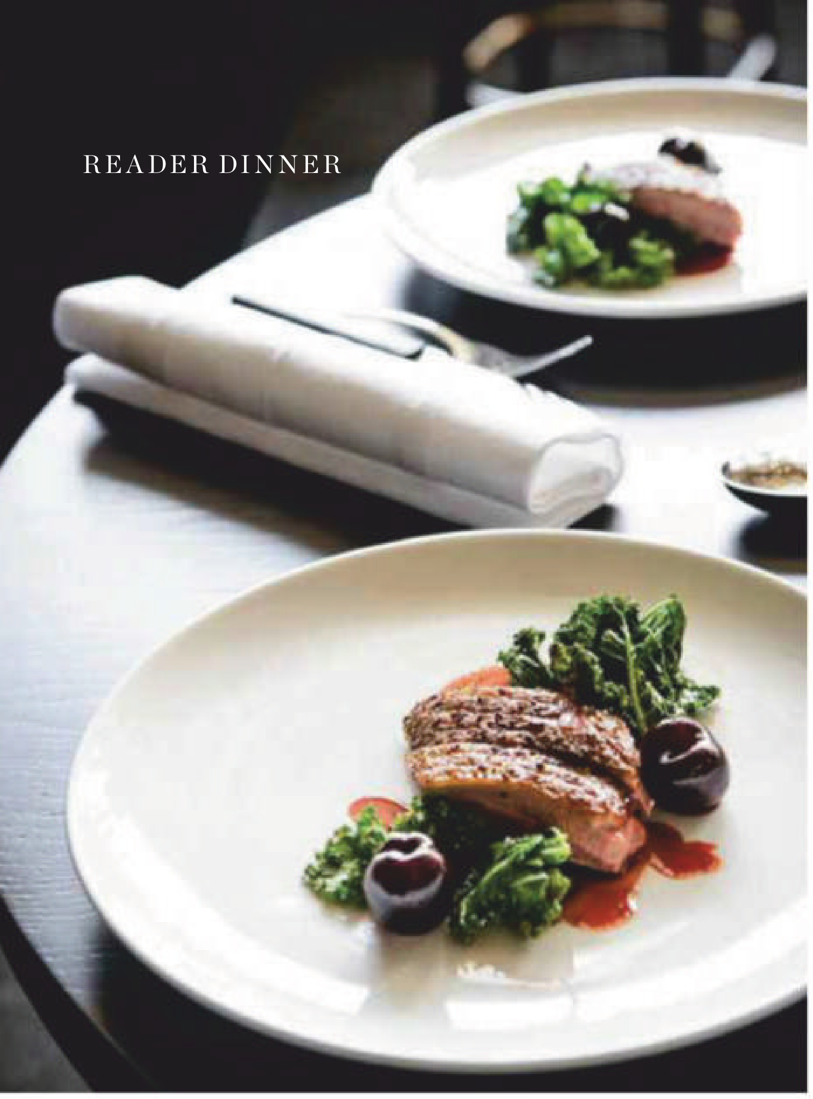
Nº 1

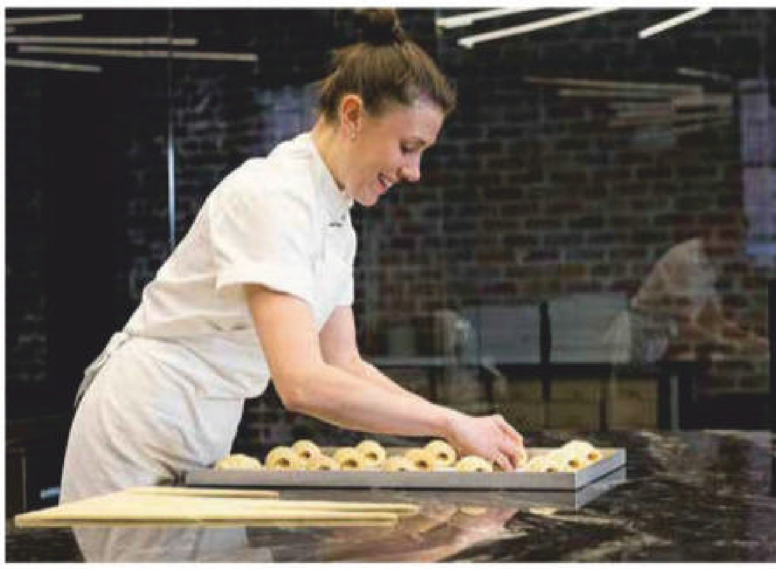
Nº 2

	PORSCHE 911 GT3 T'RING	MERCEDES-AMG GT R
	$326,800/As tested $365,930*	**$351,129**/As tested $372,129*
	Drivetrain	
Engine	flat 6, dohc, 24v	V8 (90°), dohc, 32v, twin-turbo
Layout	rear engine (north-south), rear drive	front engine (north-south), rear drive
Capacity	3996cc	3982cc
Power	368kW @ 8250rpm	430kW @ 6250rpm
Torque	460Nm @ 6000rpm	700Nm @ 1900-5500rpm
Trans.	6-speed manual	7-speed dual-clutch
	Chassis	
Body	steel, 2 doors, 2 seats	steel/aluminium, 2 doors, 2 seats
L/W/H/W-B	4562/1852/1271/2457mm	4547/2007/1285/2630mm
Track (F/R)	1551/1555mm	1694/1679mm
Weight	1413kg	1555kg
Boot	145 litres	165 litres
Fuel	98 octane/64 litres	98 octane/65 litres
Economy	15.9L/100km (test average)	20.6L/100km (test average)
Suspension	**Front:** struts, A-arms, coil springs, adaptive dampers, anti-roll bar **Rear:** multi-links, coil springs, adaptive dampers, anti-roll bar	**Front:** struts, A-arms, coil springs, adaptive dampers, anti-roll bar **Rear:** multi-links, coil springs, adaptive dampers, anti-roll bar
Steering	electric rack-and-pinion	electric rack-and-pinion
Turn circle	11.2m (2.6 turns lock-to-lock)	11.5m (1.9 turns lock-to-lock)
Front brakes	ventilated discs (380mm)	ventilated discs (402mm)
Rear brakes	ventilated discs (380mm)	ventilated discs (360mm)
Tyres	Dunlop Sport Maxx Race 2	Michelin Pilot Sport Cup 2
Tyre size	245/35R20 (f), 305/30R20 (r)	275/35R19 (f), 325/30R20 (r)
	Safety	
NCAP rating	Not tested	Not tested
	Performance	
	Power-to-weight: 260kW per tonne	Power-to-weight: 277kW per tonne
	Redline/cut-out: 8500/9100rpm	Redline/cut-out: 7100/7000rpm
	Speed at indicated 100km/h: 99	Speed at indicated 100km/h: 99
	Standing-start acceleration	**Standing-start acceleration**
	0-20km/h: 0.6sec	**0-20km/h:** 0.9sec
	0-40km/h: 1.4sec	**0-40km/h:** 1.6sec
	0-60km/h: 2.2sec	**0-60km/h:** 2.3sec
	0-80km/h: 3.4sec	**0-80km/h:** 3.1sec
	0-100km/h: 4.3sec	**0-100km/h:** 4.0sec
	0-120km/h: 5.5sec	**0-120km/h:** 5.1sec
	0-140km/h: 6.4sec	**0-140km/h:** 6.2sec
	0-160km/h: 8.7sec	**0-160km/h:** 7.6sec
	0-180km/h: 10.9sec	**0-180km/h:** 9.2sec
	0-200km/h: 13.1sec	**0-200km/h:** 11.0sec
	0-400m: 12.2sec @ 192km/h	**0-400m:** 11.8sec @ 207km/h
	Rolling acceleration:	**Rolling acceleration:**
	80-120km/h: 2.2sec	**80-120km/h:** 1.9sec
	Braking distance:	**Braking distance:**
	100km/h-0: 32.9m	**100km/h-0:** 33.8m
Verdict	9.0/10	9.0/10
	Track: Heathcote raceway, dry. Temp: 30°C. Driver: Alex Inwood. Warranty: 3yr/unlimited km. Service interval: 12 months/15,000km. Glass's 3-year resale: 46%. AAMI Insurance: N/A. * Includes Sports seats ($8870), leather package ($7490), leather interior ($2890), black headlights with PDLS Plus ($6830), Bose sound system ($3390), satin aluminium wheel paint ($2390), reversing camera ($1690), privacy glass ($1290), Sport Chrono package ($1190), seat heating ($990), light design package ($990), Guards Red seatbelts ($630), painted headlight cleaning covers ($490)	Track: Heathcote raceway, dry. Temp: 30°C. Driver: Alex Inwood. Warranty: 3yr/unlimited km. Service interval: 12 months/20,000km. Glass's 3-year resale: 58%. AAMI Insurance: N/A. * Includes AMG Sports bucket seats (NCO), AMG ceramic composite braking system ($17,500), AMG Performance forged alloy wheels ($3500)

In terms of their lifecycles, both the 991-gen 911 and AMG GT line are run-out old stagers. Not that you'd know by their undimmed brilliance as driver's cars

Star PERFORMANCE





From left: McConnell's dry-aged Muscovy duck; Cutler & Co.'s dining room and Lune Croissanterie's Kate Reid.

Exclusive Reader Dinner Event

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ON THE EVE of the Australian Grand Prix, *Gourmet Traveller* and *Wheels* invite you to an evening celebrating high-calibre performance, precision, innovation, and, of course, incredible food. Join us at Andrew McConnell's flagship, Cutler & Co., for a bespoke menu paired with Shadowfax wines and a night talking food and innovation with world-renowned croissant-maker (and Formula One devotee) Kate Reid.

Before launching her esteemed Melbourne bakery, Lune Croissanterie, Reid worked as an aerodynamicist for Formula One team Williams, and the precision approach made its way into her cooking. "When I was at Williams, every little change made a massive difference to the performance of the car," she says. "It's the same with croissants."

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55–57 Gertrude Street, Fitzroy
DATE: Tuesday 12 March 2019 **TIME:** 6.30pm
PRICE: $140 per person including matching wines
TO BOOK: Call (03) 9419 4888 or email info@cutlerandco.com.au

Cutler & Co.

The Menu

Tomato tart
& seasonal crudités

2017 Shadowfax Riesling

Marron, cultured cream,
buckwheat & pickled peppers

2017 Shadowfax Macedon Ranges Chardonnay

Dry-aged Muscovy duck
served two ways

2017 Shadowfax Macedon Ranges Pinot Noir

Blood plum vacherin,
Jersey milk & liquorice

2016 Shadowfax Vintage fortified

shadowfax wines

Garage

WE DRIVE 'EM LIKE WE OWN 'EM

TOYOTA COROLLA

MAZDA 6 WAGON

HYUNDAI SANTA FE

VOLVO XC40

04

NEW CARS GIVEN THE TIME OF OUR LIVES

PLUS

PAGE **128** **DATABANK**
The hard numbers and ultimate *Wheels'* guide to every new passenger car on sale in Australia

PAGE **144** **RETRO**
The original Accord was the car that took Honda out of the minor league and onto a global stage

PAGE **146** **THREE WISHES**
Holden's design guru Richard Ferlazzo on the three cars he wants in his dream garage

REPORT TWO

TOYOTA COROLLA

Price as tested: $26,870
This month: 1453km @ 6.9L/100km

MEN IN DRAGS

OUR COROLLA RUNS WITH THE WOLVES ON A BIG, BAD *STREET MACHINE* DRAG CHALLENGE

I COULD TELL you that I have the keys of the Corolla SX long termer because I'm eager to see if Toyota's punt on a sportier, less-practical volume seller is likely to pay dividends for the world's second-largest car company.

Or, I might claim I needed a break from the highly modified V8s that form my automotive diet as editor of muscle-car bible *Street Machine*.

Neither suggestion would be true. Rather, I was on the bludge for sorely needed support vehicles for our annual Drag Challenge event. Kirby offered me the Corolla, on the condition that I'd document the experience.

Drag Challenge sees more than 200 of Australia's quickest street-registered cars do battle over five days on five tracks. The road course exceeds 1500km, much of it on rural Victorian B-roads. It's a hot, bumpy ride, with some night driving thrown in. In other words, perfect conditions for revealing the deeper qualities of an unfamiliar car.

Photographer Chris Thorogood and I agree that the SX looks sharp, but we're not sure it is going to have the space for our gear. While the Corolla's boot is inadequate for the job, folding back the 60/40 rear seat allows us to fit all of Chris's camera cases, a couple of soft bags and a large Esky.

Once we find a group of competitors and a safe place to overtake, we move to the right to shoot tracking shots of the cars. I tuck in the side mirrors with a press of a button – lest they appear in the frame – and Chris swivels forwards and back, searching for the optimum mix of blur, light and shade.

The opportunities are brief and there are impatient civilians to contend with, so we're grateful that the Corolla has sufficient poke to do the job safely, if somewhat noisily.

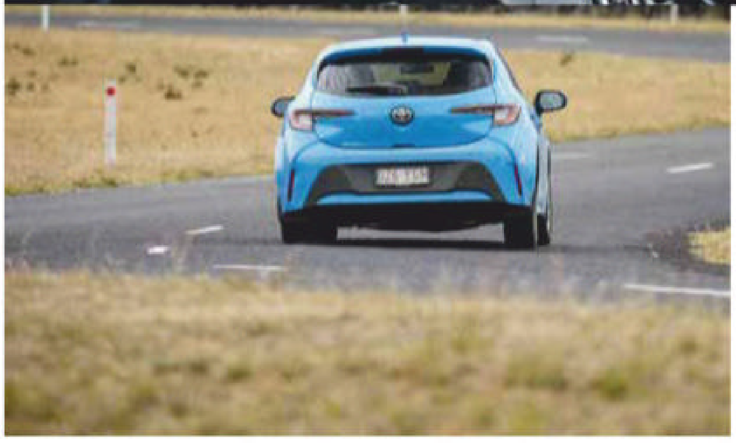
THE GOOD GEAR

The average age of the *Street Machine* Drag Challenge fleet is around 40 years, but the quickest of them are blindingly fast, covering the 0-400m dash in under seven seconds. Even an average entrant is at least as quick as a Tesla P100D, and all are an expression of their owner's engineering creativity and grit.

We learn later that the Corolla's CVT gearbox is assisted by an actual first gear and torque converter, which explains the punch off the line. We'd much prefer a manual, but you can only get that on the base Ascent Sport. This would save $1500, but you'd miss out on a bunch of fruit. You'd still get a heap of active safety features, though – and a real spare tyre.

The new Corolla may indeed be a sportier thing to drive than its predecessor, but there was little opportunity for us to put that to the test on this event. What we can report is that it handles bumpy country roads with aplomb, has great air-con and effective sat-nav. The seats are comfy over a long haul and we loved the wireless charging dock. If you're an active single or couple, you can order a Corolla knowing it has the Drag Challenge seal of approval.

SIMON TELFORD



REPORT FIVE

EXIT

MAZDA 6 ATENZA

Price as tested: $49,128
This month: 2113km @ 9.2L/100km

6 AND OUT

WHY IS A MAZDA WAGON SO MUCH LIKE THAT TOP BLOKE WHO PLAYS WOLVERINE?

WHAT I HATE most about Hugh Jackman is that there's nothing to hate about Hugh Jackman. He's just too much of a good bloke to be hated in any way.

That's pretty much how I'm feeling about the 6 Atenza wagon, which, after five months as its happy custodian, I'm begrudgingly returning to Mazda.

It's not perfect by any means, and there are things I dislike. The A-pillars are overly thick, the infotainment screen is small compared to almost any new release and the sunroof seems minuscule when competitors have vast panoramic offerings.

The low-slung wagon style also might not agree with families with small children. My two kids are old enough to clamber up individually and the youngest just needs help with the booster-seat straps.

Had I been driving the Atenza three years ago the story would have been different – constantly crouching to strap in wriggling kids might well have destroyed my spine. The temptation to buy a high-riding SUV in these situations seems justified.

The cargo space may also be an issue for families with more than one kid. Its respectable 506 litres is trumped by the likes of the Skoda Octavia or Holden Commodore wagons.

Part of that is due to the 6's swooping body and roof line, tapering down into the rear hatch, and thus compromising the internal space.

But those lines are one of the 6's great assets – its fluid shape helps to differentiate it from competitors, carrying over the Kodo design language. As a design nerd I've always admired Mazda's knack for creating vehicles that all look related – throw an RX-8 and a BK-series 3 in the same room and you'll soon understand what I'm preaching. All the update tweaks to the 6 in 2018 only strengthened the range's looks and appeal.

Step inside and things only get better. The 6 possesses cleaner design and is more aesthetically pleasing than its competitors. Using materials that include Nappa leather, wood and suede trim, it sets the benchmark for this segment and makes it feel a class above.

The overall design works incredibly well, everything is within reach and topped off with considered touches, like the infotaiment screen being slightly angled toward the driver. Smart.

Tie all this in with an 11-speaker premium Bose sound system and a great seating position and there's not much that can ruin the driving experience.

The 2.5-litre 170kW turbo engine, donated from the CX-9, is smooth in delivering its 420Nm of torque from 2000rpm. It will hustle along nicely, as long as you don't expect performance-car figures. That's not the point of the

BRING THE HEAT ... PLEASE?

When Mazda puts its Japanese hive mind to work, it really can create some amazing products. The recent COTY-winning MX-5 and CX-9 attest to that. So isn't it about time that the wonderful crew at Hiroshima bless us with something that really zings? The new 3 is a perfect chance to dust off the MPS badge. Well, we think so. Please?

Atenza, of course. It's a refined and effortless car to drive. If thrills are what you're looking for, have a drive of an Octavia RS instead.

So five months after first grabbing the fob, the 6 Atenza is still impressing. With great presentation and safety features (too many to list), the Mazda presents a difficult option to pass up as a family hauler because it ticks so many of the boxes sought by people with children to transport.

Whatever I jump into next has a hard act to follow.

FELIPE UBILLA

wheels
CAR OF THE YEAR 2019
WINNER
#WheelsCOTY2019

REPORT FOUR

VOLVO XC40 T5
Price as tested: $62,710
This month: 2114km @ 8.3L/100km

A STAR IS BJORN

YOU KNOW YOU'RE ON A WINNER WHEN IT'S PARKED ON A STAGE

IF YOU were being offered custody of a long termer, the current *Wheels* Car of the Year is a damn good place to start. And this is not just any Volvo XC40 I've been granted, but the very T5 R-Design that appeared on stage at the Australian Motoring Awards to get drenched in gold confetti.

The call for the car to be prepped for its star turn at the AMAs came suddenly and, to my embarrassment, it looked like a Dakar refugee, having been punted at triple figures up a dirt road earlier that morning.

But let's backtrack a little. You're probably familiar with this car as it was Ryan Lewis's long-termer before he upped sticks for a company that paid genuine Australian pesos.

So V1927 is getting another chance to make a first impression and, so far, it's doing a solid job. As spoilers go, winning COTY kind of clues you into the fact that the XC40's no clogger, and the good outweighs the bad by about 99 to one. So I'm going to focus on that one percent. It shouldn't take too long.

Alex Inwood mentioned the seats last month and they're not the car's greatest assets. The fronts are mounted a little too high and they're pretty firm, and narrow too. The further down the XC40 range you go, the comfier the chairs.

The idle-stop system has a maddening propensity to switch itself back on after you've cancelled it, and Android Auto also seems to have a fairly patchy strike rate of connecting to my phone. The wireless-charging pad is also too large, which means that your phone will slide on it as you corner, accelerate and brake, sliding right off the charging spot. And that, thus far, is about it in terms of negatives.

We all have an informal ranking of the long-term cars we've run, and even after this short honeymoon period, the XC40 is, for me, sitting comfortably in the top spot. This is an optioned flagship model, but $45K for an entry-level XC40 T4? That's going to have to be right on my radar when the time comes to replace my own Golf.

Motoring journalist pays actual money for a car? Yep. It's that good.

ANDY ENRIGHT

HYUNDAI SANTA FE HIGHLANDER

Price as tested: $61,490
This month: 909km @ 7.6L/100km

THE HUME VIA SANTA FE

FAMILY FEUD SEES HYUNDAI RISE TO THE FORE

THE HUME Highway may not be regarded as much of a driver's road these days, but when it comes to charting a direct route from Melbourne to Sydney, there's no better option.

There are probably also few better ways to get to know our new long-termer than to pack it to the rafters and point its nose north for some R&R.

Questions are asked by the Good Wife as to why we aren't taking the LandCruiser 200 Series that's also parked in the driveway, which she believes will offer more luggage space and superior comfort. She's right about the first bit, but at 547 litres, I'm confident the Hyundai SUV can swallow our four large suitcases, plus assorted summer holiday necessities.

I also back the comfort of the Hyundai's shapely, leather-clad and ventilated buckets over the Cruiser's more rudimentary fabric items.

As for the two rear-seat passengers, they'll have the advantage of leather and individual adjustment and, most importantly, somewhere to plug their various iPads, pods and phones.

Given that we've chosen summer's first 40-plus scorcher to travel on, the kids should also appreciate the air-con vents integrated into the centre console, the bottle holders in the doors and centre armrest, and the inbuilt sun shades on the side windows.

What I do need, however, is a cargo net, to ensure our luggage doesn't Liverpool kiss the kids under braking. I find a net in the spare-wheel well, but it's designed to secure a small load to the floor, not to act as a barrier between the boot and the second row. That'd be a handy addition, Hyundai.

Car stacked and tank brimmed, we get our motor running and head out on the highway, looking for adventure.

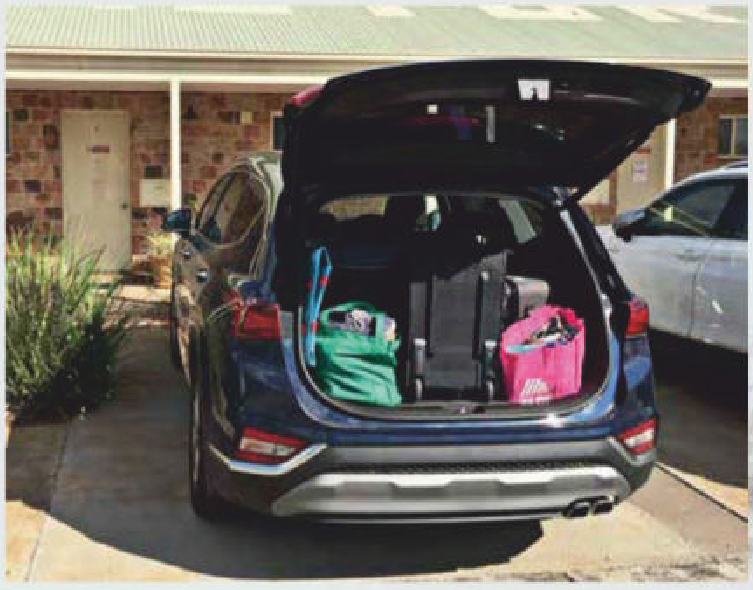
As the kays click by, the soaring heat – which reaches 44 degrees – tests the air-con's capacity, but it aces that task, and the interior and ride comfort tests.

The 2.2-litre turbo-diesel is effortless; the gearing in the eight-speed auto making for an easy 1600rpm at 100km/h.

Perhaps the biggest complaint is the way the adaptive cruise loses speed up hills. There's an unnecessary moment's hesitation before the auto realises it needs to drop a cog or two, and in that space, 115 becomes 109km/h, or less.

That's a problem Hamilton Hume and William Hovell would have loved back in 1824 when, with teams of horses, bullocks and servants, they took 16 weeks to chart the return overland route from Appin to Port Phillip. We managed the reverse half of that in 9.5 hours, in a good deal more comfort, and with only slightly fewer supplies.

GED BULMER



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Giulietta

Cute, sweet and lovable, but while Alfa's baby majors on personality it wilts as a genuine Golf rival. Feels old now that Giulia is here

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Super	$29,000	L4T	1.4	110	250	M6	1269	8.2	5.5
Super TCT	$34,900	L4T	1.4	125	250	D6	1284	7.7	4.9
Veloce	$41,900	L4T	1.7	177	340	D6	1299	6.0	6.8

Giulia

Alfa's back with a blinder! Punchy Quadrifoglio trumps M3 for on-the-limit fun, but all Giulias impress with sweet dynamics and Italian brio

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$58,895	L4T	2.0	147	330	A8	1394	6.6	6.0
Super	$64,195	L4T	2.0	147	330	A8	1394	7.1	9.8
Super	$65,895	L4TD	2.2	132	450	A8	1410	7.1	4.2
Veloce	$71,985	L4T	2.0	206	400	A8	1490	5.7	6.1
Quadrifoglio	$143,900	V6TT	2.9	375	600	A8	1585	4.4	8.2

4C

Seduces with supermodel looks and sexy carbon tub only to disappoint with charmless four-pot engine and snappy handling

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Coupe	$89,000	L4T	1.7	177	350	D6	1025	4.5	6.8
Spider	$99,000	L4T	1.7	177	350	D6	1035	4.6	6.8

Stelvio

Takes Giulia's brilliance, and squanders it somewhat. Steering too fast for some, cabin quality poor. Ballistic Q the only real winner

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Petrol	$65,900	L4T	2.0	148	330	A8	1619	7.2	7.0
Diesel	$67,900	L4TD	2.2	154	470	A8	1620	6.6	4.8
Ti	$78,900	L4T	2.0	206	400	A8	1619	5.7	7.0
Q	$149,900	V6TT	2.9	375	600	A8	1830	3.8	10.2

Alpina

3 years/200,000km

B3/B4

If you reckon M stands for mainstream, here's your ride. Genuinely exclusive, but configuring the details can be a minefield

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
B3 S Sedan	$142,900	L6T	3.0	324	660	A8	1560	4.2	7.6
B3 S Touring	$149,900	L6T	3.0	324	660	A8	1615	4.3	7.7
B4 S Coupe	$149,900	L6T	3.0	324	660	A8	1537	4.2	7.6
B4 S Convertible	$159,900	L6T	3.0	324	660	A8	1790	4.3	7.7

B5

Addresses our minor reservations about the latest M5. How does Alpina manage that with a staff of just over 100?

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
B5 Sedan	$210,000	V8TT	4.4	447	800	A8	1894	3.5	10.5

B7

Buchloe's 330km/h stealth bomber feels gloriously gratuitous but a little contrived versus a 12-pot Bentley

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
B7 Sedan	$369,720	V8TT	4.4	447	800	A8	2110	4.2	9.6

Alpine

2 years/unlimited + 1 year/100,000km

A110

A clear nod to the 1960s and '70s rally icon without resorting to retro pastiche. Extols the virtues of lightness and a well-sorted chassis

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Pure	$97,000	L4T	1.8	185	320	D7	1094	4.5	6.2

Aston Martin

3 years/unlimited

Vantage

A return to form for Aston, helped along in no small way by borrowing a very good engine from AMG. A real gem

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
V8 Coupe	$299,950	V8TT	4.0	375	685	A8	1530	3.7	10.3

DB11

A luxo grand tourer that emits pure sex appeal from its exhaust tips. Hefty weight hurts its dynamics, but those looks, right?

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
V8 Coupe	$374,995	V8TT	4.0	375	675	A8	1760	4.0	9.9
V12 Coupe	$398,495	V12TT	5.2	447	700	A8	1825	3.9	11.4
V12 AMR	$428,000	V12TT	5.2	470	700	A8	1870	3.7	11.4

Vanquish

A V12-powered super GT that's astonishingly fast in a straight line. New model is much improved, but drive a DB11 before you sign

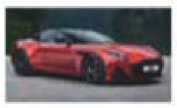
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S Ultimate Coupe	$518,995	V12	5.9	433	630	A8	1739	3.5	13.1
S Ultimate Conv	$555,995	V12	5.9	433	630	A8	1849	4.3	13.1

Rapide

Four-door 2+2 that's old and feeling it. There are better cars in the Aston Martin line-up. Pretty much all of them, in fact

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S	$382,110	V12	5.9	411	630	A8	1990	4.9	12.9

DBS Superleggera



Makes a convincing case as the world's most beautiful super GT. Stunning opulence and excessive torque, though it's no Ferrari 812SF

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$515,000	V12TT	5.2	533	900	A8	1693	3.4	12.3

Audi

3 years/unlimited

A1 Sportback

Predatory pricing means the less you spend, the better. The A1 is an appealing thing but a 25 percent markup over a Polo is ... bold

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.0 TFSI	$26,900	L3T	1.0	70	160	M5	1060	11.1	4.2
1.0 TFSI	$28,600	L3T	1.0	70	160	D7	1090	*11.6*	4.4
1.4 TFSI Sport	$27,750	L4T	1.4	92	200	M6	1105	8.9	5.1
1.4 TFSI Sport	$30,500	L4T	1.4	92	200	D7	1140	8.9	4.9
1.8 TFSI S-Line	$40,400	L4T	1.8	141	250	D7	1205	6.9	5.6
S1 quattro	$49,990	L4T	2.0	170	370	M6	1340	5.9	7.1

A3 Sportback

Avoid the torsion-beam 1.0 at all costs. Other A3 Sportbacks are covetable, S3 is enjoyable and RS3 is flat-out certifiable

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.0 TFSI	$35,900	L3T	1.0	85	200	D7	1200	9.9	4.8
1.4 TFSI CoD	$39,900	L4T	1.4	110	250	D7	1240	8.2	5.0
2.0 TFSI Sport	$45,900	L4T	2.0	140	320	D7	1315	6.8	5.9
2.0 TFSI quattro S'ln	$49,500	L4T	2.0	140	320	D7	1385	6.2	6.2
S3	$62,900	L4T	2.0	213	380	M6	1405	5.4	7.1
S3	$62,900	L4T	2.0	213	380	D7	1430	4.8	6.6
RS3	$80,611	L5T	2.5	294	480	D7	1555	4.1	8.4

A3 Sedan

Shrink-wrapped styling a big draw that really comes good in S3/RS3 guises. 2.0TFSI the sweet spot but watch those options prices

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.4 TFSI CoD	$41,500	L4T	1.4	110	250	D7	1250	8.2	4.9
2.0 TFSI Sport	$47,500	L4T	2.0	140	320	D7	1320	6.9	5.8
2.0 TFSI quattro S'ln	$51,100	L4T	2.0	140	320	D7	1390	6.2	6.1
S3	$64,500	L4T	2.0	213	380	M6	1430	5.4	7.1
S3	$64,500	L4T	2.0	213	380	D7	1460	4.8	6.5
RS3	$84,611	L5T	2.5	294	480	D7	1560	4.1	8.4

A3 Cabriolet

There aren't many more civilised ways to cultivate malignant melanoma. Too good a car to be driven merely by ladies who lunch

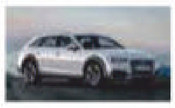
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.4 TFSI CoD	$49,000	L4T	1.4	110	250	D7	1380	8.9	5.1
2.0 TFSI Sport	$55,000	L4T	2.0	140	320	D7	1430	7.2	6.0
2.0 TFSI quattro S'ln	$58,600	L4T	2.0	140	320	D7	1540	6.9	6.4
S3	$72,000	L4T	2.0	213	380	D7	1620	5.3	6.8

A4

Dullard evolutionary styling hides a genuine step forward for the A4. Interior sumptuous and the unfashionable diesel is a corker

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
35 TFSI	$56,100	L4T	1.4	110	250	D7	1450	8.5	5.5
40 TFSI	$61,400	L4T	2.0	140	320	D7	1480	*7.5*	*7.6*
40 TFSI Avant	$64,400	L4T	2.0	140	320	D7	1505	7.5	5.6
45 TFSI quattro	$70,300	L4T	2.0	185	370	D7	1585	6.3	6.3
45 TFSI q'ttro Avant	$73,300	L4T	2.0	185	370	D7	1610	6.0	6.6
S4	$99,611	V6T	3.0	260	500	A8	1630	4.7	7.7
S4 Avant	$102,611	V6T	3.0	260	500	A8	1675	4.9	7.8
RS4 Avant	$152,900	V6TT	2.9	331	600	A8	1715	4.1	8.9

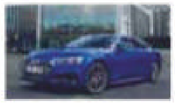
A4 Allroad



An A4 Allroad with steel springs and part-time Quattro Ultra drivetrain does little for us. Its sales would indicate that you agree

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0 TDI quattro	$71,800	L4TD	2.0	140	400	D7	1640	7.8	5.2
2.0 TFSI quattro	$74,800	L4T	2.0	185	370	D7	1580	6.1	6.7

A5 Sportback



A quick car for those who've grown out of going quick. Design led, slightly flabby dynamics but ultimately indulgent

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0 TFSI	$69,900	L4T	2.0	140	320	D7	1565	7.5	5.6
2.0 TDI quattro	$73,900	L4TD	2.0	140	400	D7	1720	7.4	4.8
2.0 TFSI quattro	$81,500	L4T	2.0	185	370	D7	1645	6.0	6.5
S5	$105,511	V6T	3.0	260	500	D7	1745	4.7	7.7
RS5	$157,700	V6TT	2.9	331	600	A8	1840	3.9	8.9

A5 Coupe

The RS5 is a ballistic, smart munition but, like the rest of the range and explosive materials in general, it wants for an endearing side

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0 TFSI	$69,900	L4T	2.0	140	320	D7	1420	7.3	5.5
2.0 TDI quattro	$73,900	L4TD	2.0	140	400	D7	1640	7.2	4.6
2.0 TFSI quattro	$81,500	L4T	2.0	185	370	D7	1490	5.8	6.5
S5	$105,511	V6T	3.0	260	500	D7	1690	4.7	7.5
RS5	$156,600	V6TT	2.9	331	600	A8	1730	*3.7*	8.8

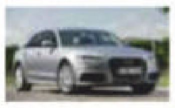
WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway) **ENGINE TYPE:** L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid **SIZE:** Litres **POWER:** Kilowatts **TORQUE:** Newton metres **TRANSMISSION:** M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms **0-100:** km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres/100km

A5 Cabriolet

Amaze pub quiz mates with your knowledge of torsion constant x shear modulus. Otherwise do yourself a favour and buy the coupe

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0 TFSI	$83,400	L4T	2.0	140	320	D7	1600	7.9	5.9
2.0 TFSI quattro	$95,000	L4T	2.0	185	370	D7	1710	6.3	6.7
S5	$119,111	V6T	3.0	260	500	D7	1840	5.1	7.9



A6

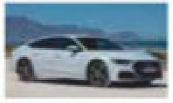
Understated and overengineered. Getting long in the tooth but still feels classy. We'd advise waiting for the C8 generation to lob, though

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.8 TFSI	$80,355	L4T	1.8	140	320	D7	1570	7.9	5.7
2.0 TDI S Line	$82,855	L4TD	2.0	140	400	D7	1800	8.2	4.2
2.0 TFSI quattro	$97,855	L4T	2.0	185	370	D7	1660	6.5	6.8
3.0 TDI quattro	$102,355	V6TD	3.0	160	500	D7	1765	6.6	5.1
3.0 TDI Biturbo qttro	$124,855	V6TTD	3.0	235	650	A8	1835	5.0	6.1
S6	$170,427	V8T	4.0	331	550	D7	1895	4.4	9.4
RS6 Avant Perf	$244,827	V8TT	4.0	445	750	A8	1935	3.7	9.6

A6 Allroad

Is this the best car Audi makes? No. That would be the raucous R8. But the A6 Allroad has to be somewhere on that podium

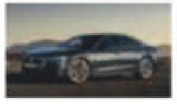
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
3.0 TDI quattro	$112,855	V6TD	3.0	160	500	D7	1890	7.3	5.6



A7 Sportback

Ingolstadt took a punt pitching a hatchback at this price point and the niche-within-a-niche A7 Sportback offers little over its S5 sibling

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
50 TDI quattro	$131,900	V6TD	3.0	210	600	A8	1975	5.7	5.8
55 TFSI quattro	$131,900	V6T	3.0	250	500	D7	1920	5.3	7.1



A8

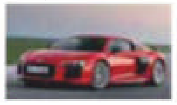
Audi pours everything it knows into the mighty A8. The big billing for autonomous tech doesn't quite live up to the reality, though

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
50 TDI quattro	$192,000	V6TD	3.0	210	600	A8	1975	5.9	5.6
55 TFSI quattro	$195,000	V6T	3.0	250	500	A8	1920	5.6	7.9
L 50 TDI quattro	$207,000	V6TD	3.0	210	600	A8	2000	5.9	5.8
L 55 TFSI quattro	$210,000	V6T	3.0	250	500	A8	1945	5.7	7.9

TT

Rock-solid coupe and roadster that's usually maligned on account of not being a Porsche. The multi-faceted TT deserves a fairer go

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport	$73,950	L4T	2.0	169	370	M6	1230	6.0	5.9
Sport	$74,950	L4T	2.0	169	370	D6	1260	5.9	6.3
Sport quattro	$80,355	L4T	2.0	169	370	D6	1335	5.3	6.4
Sport quattro Rdster	$83,905	L4T	2.0	169	370	D6	1410	5.3	6.4
S-Line	$81,005	L4T	2.0	169	370	M6	1230	6.0	5.9
S-Line	$82,450	L4T	2.0	169	370	D6	1260	5.9	6.3
S-Line quattro	$87,855	L4T	2.0	169	370	D6	1335	*5.5*	6.4
S-Line quat. Rdster	$91,405	L4T	2.0	169	370	D6	1410	5.3	6.4
S quattro	$100,855	L4T	2.0	210	380	D6	1385	4.7	6.8
S quattro Roadster	$101,200	L4T	2.0	210	380	D6	1500	5.0	6.9
RS quattro	$137,611	L5T	2.5	298	480	D7	1440	3.7	8.4
RS quattro Rdster	$141,611	L5T	2.5	298	480	D7	1530	3.9	8.6



R8

So Audi *can* build a great-looking car with a charismatic engine and near-perfect handling. You just need to pay more for the privilege

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
RWS	$299,500	V10	5.2	397	540	D7	1590	3.7	
Coupe V10 quattro	$354,325	V10	5.2	397	540	D7	1640	3.5	11.4
Coupe V10 Plus qttro	$389,325	V10	5.2	449	560	D7	1580	3.2	12.3

R8 Spyder

Chopping the roof off the R8 may not do an enormous amount for its styling, but it does let your ears enjoy that wondrous V10

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
RWS	$321,000	V10	5.2	397	540	D7	1680	3.8	
V10 quattro	$388,500	V10	5.2	397	540	D7	1720	3.6	11.7

Q2

Small but near perfectly formed sub-SUV needs a stack of options to feel agreeably premium. Most buyers don't seem to mind

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.4 TFSI Design	$41,800	L4T	1.4	110	250	D7	1405	8.5	10.6
2.0 TFSI Sport q'tro	$48,500	L4T	2.0	140	320	D7	1430	6.7	6.5
2.0 TDI Sport q'tro	$49,100	L4TD	2.0	110	340	D7	1605	9.3	5.2

Q3

For the most part unexceptional but presentable. The ballistic RS Q3 feels overegged but strangely desirable

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.4 TFSI	$42,900	L4T	1.4	110	250	D6	1405	8.9	5.9
2.0 TDI quattro	$48,500	L4TD	2.0	110	340	D7	1605	9.3	5.2
2.0 TFSI Sport qttro	$52,900	L4T	2.0	132	320	D7	1540	7.6	6.7
2.0 TDI Sport qttro	$57,500	L4TD	2.0	135	380	D7	1625	7.9	5.4
RS Q3	$83,927	L5T	2.5	228	420	D7	1655	5.2	8.8

Q5

If you're thinking of buying the pleasant Q5, stop being such a mealy mouthed milquetoast and keep saving for the SQ5. #yolo

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0 TDI qttro Design	$65,900	L4TD	2.0	140	400	D7	1845	7.9	5.5
2.0 TDI qttro Sport	$70,700	L4TD	2.0	140	400	D7	1845	7.9	5.4
2.0 TFSI qttro Sport	$73,211	L4T	2.0	185	370	D7	1795	6.3	7.3
3.0 TDI qttro Sport	$83,900	V6TD	3.0	210	620	A8	-	5.8	6.3
SQ5 quattro	$99,611	V6T	3.0	260	500	A8	1935	5.4	8.7

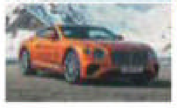
Q7

The unexpectedly beguiling Q7 barely puts a foot wrong. Spring for the air suspension to put that on-a-cloud float into your commute

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
3.0 TDI quattro	$96,855	V6TD	3.0	160	500	A8	2135	7.3	5.8
3.0 TDI quattro	$104,855	V6TD	3.0	200	600	A8	2135	6.5	5.9
etron	$139,900	V6TDH	3.0	300	664	A8	2445	5.7	1.9
SQ7	$153,327	V8TTD	4.0	320	900	A8	2330	4.9	7.2

Bentley

3 years/unlimited



Continental GT

Convincing veneer of bespoke Englishness and a focus on ride quality make this the pick of the Grand Touring coupes

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
W12	$422,600	W12TT	6.0	467	900	D8	2252	3.7	12.2

Flying Spur

Stylishly crafted four-door with presence gives power to the people (of means). Achingly addictive torque that your driver will love

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$378,197	V8TT	4.0	373	660	A8	2350	5.2	10.9
Mulliner	$388,715	V8TT	4.0	373	660	A8	2350	5.2	10.9
	$423,160	W12TT	6.0	460	800	A8	2400	4.6	14.7
Mulliner	$448,820	W12TT	6.0	460	800	A8	2400	4.6	14.7

Mulsanne

Curious but intoxicating melange of tech and tradition. Feels like a throwback but delivers in all the areas that matter. There's nothing like it

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$662,857	V8TT	6.8	377	1020	A8	2711	5.3	15.0
Speed	$733,387	V8TT	6.8	395	1100	A8	–	4.9	15.0

Bentayga

Bentley's SUV effort is an expectedly serene, rapid, capable and classy machine. Dropped pork pie styling not everyone's cup of tea

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
V8	$334,700	V8TT	4.0	404	770	A8	2395	4.5	11.4
Diesel	$335,000	V8TTD	4.0	320	900	A8	2499	4.8	8.0
W12	$427,300	W12TT	6.0	447	900	A8	2440	4.1	13.1

BMW

3 years/unlimited

1 Series Hatch

The only rear-drive hatch around isn't just the BMW you buy when you can't afford a BMW – the M140i version is a true firecracker

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
118i	$39,990	L3T	1.5	100	220	A8	1320	8.7	4.8
125i	$49,900	L4T	2.0	165	310	A8	1375	6.1	5.9
M140i	$59,900	L6T	3.0	250	500	A8	1475	4.6	7.1

2 Series

Is the M2 the best-value performance car on the road today? And don't you hate being asked rhetorical questions by a magazine?

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
220i	$53,900	L4T	2.0	135	270	A8	–	7.2	5.8
230i	$64,200	L4T	2.0	185	350	A8	–	5.6	5.9
M240i	$78,000	L6T	3.0	250	500	A8	1485	4.6	7.0
M2 Competition Pure	$99,900	L6TT	3.0	302	550	M6	1550	4.4	9.8
M2 Competi tion Pure	$99,900	L6TT	3.0	302	550	D7	1575	4.2	9.0
M2 Competition	$104,900	L6TT	3.0	302	550	D7	1575	4.2	9.0

2 Series Convertible

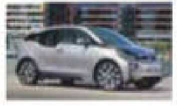
If you must, spring for the M240i. Handsome this isn't, and short of a terminal vitamin D deficiency, you're better off in a hardtop

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
220i	$61,000	L4T	2.0	135	270	A8	1540	7.7	6.1
230i	$74,400	L4T	2.0	185	350	A8	1570	5.9	6.2
M240i	$87,200	L6T	3.0	250	500	A8	1630	4.7	7.4

2 Active Tourer

One of the few European mini-MPVs to grace our shores. You're more likely to be poked in the eye by a unicorn than spot one on the road

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
220i Luxury Line	$49,500	L4T	2.0	141	280	D7	1430	7.4	5.9



i3

Proud winner of *Wheels'* 2014 COTY, BMW's EV city car scores well for its drive and design, less so for its sky-high asking price

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
BEv	$68,100	E	–	125	250	A1	1245	7.3	0.0
Range Extender	$74,100	L2H	0.6	125	250	A1	1365	7.9	0.6
S	$69,900	E	–	135	270	A1	1245	6.9	0.0
S Range Extender	$75,900	L2H	0.6	135	270	A1	1365	7.5	0.6

3 Series

An all-new 3 Series is on its way to Australia, which makes rushing into the outgoing model seem a little rash. But bargains might be afoot

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
318i	$57,300	L3T	1.5	100	230	A6	1475	8.9	5.4
320i	$63,400	L4T	2.0	135	290	A8	1505	7.2	5.8
320i Touring	$67,500	L4T	2.0	135	290	A8	1585	7.5	5.9
320d	$65,800	L4TD	2.0	140	400	A8	1505	7.3	4.4
330i	$70,900	L4T	2.0	185	350	A8	1545	*6.1*	5.8
330e	$73,900	L4T	2.0	185	420	A8	1636	6.1	2.1
330i Touring	$75,000	L4T	2.0	185	350	A8	1615	6.0	6.1
340i	$91,200	L6T	3.0	240	450	A8	1605	5.2	6.8
M3 Pure	$129,900	L6TT	3.0	331	550	D7	1560	4.0	8.8
M3	$139,900	L6TT	3.0	317	550	M6	1520	4.3	8.8
M3	$139,900	L6TT	3.0	317	550	D7	1560	*4.3*	8.3
M3 Competition	$144,900	L6TT	3.0	331	550	M6	1520	4.2	8.8
M3 Competition	$144,900	L6TT	3.0	331	550	D7	1560	*4.2*	8.3

New

BMW M3 CS

Best M3 left to last

How much are you willing to pay for an extra 8kW and 50Nm? BMW hopes you'll answer somewhere in the ballpark of $35,000. That's the premium being asked for the M3 CS over a 'standard' Competition. The M3 CS will be the final iteration for this generation, and also adds an assortment of additional go-fast goodies.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
M3 CS	$179,900	L6TT	3.0	338	600	D7	1585	*3.9*	8.5

3 Series GT

BMW's higher-riding GT sticks with old architecture, despite the unveiling of an all-new 3 Series. Still a micro-niche filler

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
320d	$71,900	L4TD	2.0	135	380	A8	1575	7.9	4.9
330i	$80,000	L4T	2.0	180	350	A8	1620	6.1	6.5

4 Series Coupe

Hard to hate in any guise – but particularly alluring in its many M4 forms – BMW's 4 Coupe remains a muscular masterpiece

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
420i	$74,900	L4T	2.0	135	270	A8	1465	7.3	5.8
430i	$79,900	L4T	2.0	185	350	A8	1470	*5.8*	5.8
440i	$99,900	L6T	3.0	240	450	A8	1525	5.0	6.8
M4 Pure	$139,900	L6T	3.0	331	550	D7	1537	*4.6*	8.8
M4 Competition	$156,710	L6TT	3.0	331	550	M6	1497	4.2	8.8
M4 Competition	$156,710	L6TT	3.0	331	550	D7	1537	4.0	8.3
M4 CS	$189,900	L6TT	3.0	338	600	D7	1580	3.9	8.4

4 Series Gran Coupe

You know how McDonald's pops a pickle in its burgers and everyone wonders 'what's that there for?' This is that pickle. Still, tasty

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
420i	$74,900	L4T	2.0	135	270	A8	1480	*8.3*	*8.9*
430i	$79,900	L4T	2.0	185	350	A8	1580	6.0	5.8
440i	$99,900	L6T	3.0	240	450	A8	1575	5.1	6.8

4 Series Convertible

You'll be trading dynamics for sunshine, owing to the extra weight, but it's a convincing drop-top nonetheless. And pretty as hell

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
420i	$87,900	L4T	2.0	135	270	A8	1660	8.2	6.2

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway) **ENGINE TYPE:** L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid **SIZE:** Litres **POWER:** Kilowatts **TORQUE:** Newton metres **TRANSMISSION:** M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms **0-100:** km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres/100km

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
430i	$97,900	L4T	2.0	180	350	A8	1700	6.4	6.3
440i	$117,610	L6T	3.0	240	450	A8	1750	5.4	7.2
M4 Competition Conv	$168,010	L6TT	3.0	331	550	M6	1750	4.3	9.1
M4 Competition Conv	$168,010	L6TT	3.0	331	550	D7	1790	4.1	8.7

5 Series

Big, brawny and perfectly constructed, the 5 Series mostly crushes the competition. Adding AWD has only helped the M recipe

520i	$89,990	L4T	2.0	135	290	A8	1540	7.8	6.2
520d	$92,990	L4TD	2.0	140	400	A8	1560	7.5	4.3
530i	$109,990	L4T	2.0	185	350	A8	1540	6.2	5.8
530e	$109,990	L4TH	2.0	185	420	A8	1770	6.2	2.3
530d	$119,990	L6TD	3.0	195	620	A8	1640	5.7	4.7
540i	$139,990	L6T	3.0	250	450	A8	1595	5.1	6.7
M5 Competition	$229,900	V8TT	4.4	460	750	A8	1865	3.3	10.8

5 Series Touring

Anything your SUV can do, a polished wagon can do better. Case in point? The stylish 5 Series Touring. Lost in a sea of SUVs, though

520d	$99,900	L4TD	2.0	140	400	A8	–	7.8	4.9
530i	$115,500	L4T	2.0	185	350	A8	–	6.5	6.5

6 Series Coupe

Worried about your growing bald spot but don't own a hat? Surely nobody will notice if you're driving one of these...

640i	$181,810	L6T	3.0	235	450	A8	1685	5.3	7.4
650i	$235,910	V8TT	4.4	330	650	A8	1795	4.6	8.6

6 Series Convertible

Fans of fancy Europeans and assorted skin cancers rejoice; the 6 Series drop-top could be just the wheels you're after

640i	$198,010	L6T	3.0	235	450	A8	1820	5.5	7.6
650i	$252,210	V8TT	4.4	330	650	A8	1930	4.6	8.9
M6	$313,010	V8TT	4.4	441	700	D7	1980	4.0	10.3

6 Series Gran Coupe

An example of bigger being more beautiful, the 6 GC family has curves in all the right places and long-legged engines for days

640i	$188,910	L6T	3.0	235	450	A8	1750	5.4	7.5
640d	$189,200	L6TTD	3.0	230	630	A8	1810	5.4	5.4
650i	$243,010	V8TT	4.4	330	650	A8	1865	4.6	8.6
M6	$303,910	V8TT	4.4	441	680	A8	1875	4.0	9.9

6 Series GT

Spacious, practical and well-equipped. And with plenty of places to store a full sick bag should you accidentally drive past a mirror

620d	$99,900	L4TD	2.0	140	400	A8	–	7.9	4.9
630i	$123,500	L4T	2.0	190	400	A8	–	6.3	7.0
640i xDrive	$148,900	L6T	3.0	250	450	A8	–	5.3	8.5

7 Series

The BMW flagship impresses in all the places it should, even if some of the tech trickery in the cabin is still a little flawed

730d	$222,100	L6TD	3.0	195	620	A8	1840	6.1	4.7
740i	$228,100	L6TT	3.0	240	450	A8	1825	5.5	7.0
740e	$232,300	L4TH	2.0	240	650	A8	–	5.4	2.2
740Li	$242,300	L6TT	3.0	240	450	A8	1845	5.6	7.0
750i	$293,710	V8TT	4.4	330	650	A8	1940	4.7	8.1
750Li	$318,710	V8TT	4.4	330	650	A8	1960	4.7	8.3
M760Li	$424,710	V12TT	6.6	448	800	A8	2195	3.7	12.6

i8

Supercar looks, yet without the supercar speed. But you'll never tire of feeling like you've just driven off a sci-fi movie set

	$318,900	L3TH	1.5	275	570	A6	1535	4.4	2.1
Roadster	$348,900	L3TH	1.5	275	570	A6	1595	4.6	2.0

X1

A good-looking design hides some dynamic foibles, not least of which is the sharp and bumpy ride on the standard suspension

sDrive 18d	$50,600	L4TD	2.0	110	330	A8	1495	9.2	4.7
sDrive 20i	$53,600	L4T	2.0	141	280	A8	1510	7.7	5.9
xDrive 25i	$60,700	L4T	2.0	170	350	A8	1595	6.5	6.6

X2

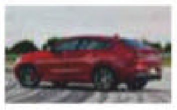
A suprisingly uncompromised small SUV that is both stylish and spacious inside, despite the low-slung roofline. Clever

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
sDrive 18i	$49,900	L3T	1.5	103	220	D7	–	9.6	–
sDrive 20i	$55,900	L4T	2.0	141	280	D7	1460	*7.2*	6.1
xDrive 20d	$59,900	L4TD	2.0	140	400	D7	–	7.7	5.1

X3

Bigger, better version of one of BMW's most important cars. Oodles of space, but the options list could bring a tear to a statue's eye

sDrive20i	$65,900	L4T	2.0	135	290	A8	–	8.2	–
xDrive 20d	$68,900	L4TD	2.0	140	400	A8	1745	8.0	5.7
xDrive 30i	$75,900	L4T	2.0	185	350	A8	1720	6.3	7.6
xDrive 30d	$83,900	L6TD	3.0	190	620	A8	1820	5.8	6.0
M40i	$99,900	L6T	3.0	265	500	A8	1885	4.8	8.9



X4

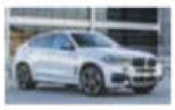
Oh, you're paying $10k more than an equivalent X3 for a swoopier roofline? Can I interest you in some magic beans?

xDrive20i	$76,900	L4T	2.0	135	290	A8	1678	8.3	–
xDrive20d	$79,900	L4TD	2.0	140	400	A8	1698	8.0	–
xDrive30i	$83,900	L4T	2.0	185	350	A8	1678	6.3	–
M40i	$109,900	L6T	3.0	265	500	A8	1783	4.8	–

X5

The true flagship of the BMW range, at least as far as global sales go, the X5 is a big, Yank-flavoured bruiser offered in plenty of flavours

sDrive 25d	$89,200	L4TD	2.0	168	450	A8	1995	8.2	5.8
xDrive 30d	$108,000	L6TD	3.0	190	560	A8	2070	*6.5*	6.2
xDrive 40d	$124,200	L6TD	3.0	230	630	A8	2110	5.9	6.2
xDrive 40e	$124,200	L4T	2.0	230	450	A8	2165	6.8	3.3
xDrive 50i	$138,610	V8TT	4.4	330	650	A8	2175	5.0	10.5
M50d	$152,000	L6TTTD	3.0	280	740	A8	2190	5.3	6.7
M	$189,010	V8TT	4.4	423	750	A8	2275	4.2	11.1



X6

Polarising, in that everyone hates the styling, except for the eleventy-biillion people who have bought one. New one does look better

xDrive 30d	$122,200	L6TD	3.0	190	560	A8	2065	6.7	6.0
xDrive 40d	$133,800	L6TD	3.0	230	630	A8	–	5.8	6.3
xDrive 50i	$155,810	V8TT	4.4	330	650	A8	2170	4.8	9.7
M50d	$162,200	L6TTTD	3.0	280	740	A8	2185	5.2	6.6
M	$197,910	V8TT	4.4	423	750	A8	2265	4.2	11.1

Caterham

2 years/50,000km

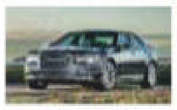
Seven

Developed from Colin Chapman's 1957 vision; a time when cigarettes were good for you. Ridiculously fast fun with unassisted steering

275	$68,000	L4	1.6	100	160	M5	675	5.5	6.2
275 S	$73,000	L4	1.6	100	160	M5	675	5.5	6.2
355	$79,000	L4	2.0	127	177	M5	615	5.0	8.2
355 R	$95,000	L4	2.0	127	177	M5	675	5.0	8.2
485 S	$103,700	L4	2.0	177	206	M6	700	4.5	7.7
485 R	$119,000	L4	2.0	177	206	M6	700	4.5	7.7

Chrysler

3 years/100,000km



300

Ballin' on a budget, relatively speaking. Chassis' ability begs for big-V8 grunt, and top SRT worth a stretch for its adaptive dampers

C Luxury	$60,000	V6	3.6	210	340	A8	1724	–	9.7
SRT Core	$65,000	V8	6.4	350	637	A8	1946	–	13.0
SRT	$75,000	V8	6.4	350	637	A8	1965	–	13.0

Citroen

5 years/unlimited

C3

Fun, French and frugal, the stylish C3 serves up more joie de vivre than a croissant give-away. Lacks some key safety kit, though

Shine	$23,490	L3T	1.2	81	205	A6	1090	*10.7*	4.9

C4 Cactus

What happens when a car designer has spent too much time bumper bowling. Scores points for being different, and for its clever cabin

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Exclusive	$26,990	L3T	1.2	81	205	M5	1020	*9.9*	4.7
Exclusive	$28,490	L3T	1.2	81	205	A6	1125	10.7	5.1

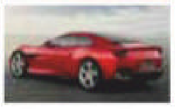
Grand C4 Picasso

Who said seven-seaters had to look like badly decomposing beached whales? The C4 Picasso marries space with Iron Man style

Exclusive	$38,490	L4T	1.6	121	240	A6	1430	10.2	6.4
Exclusive HDi	$44,490	L4TD	2.0	110	370	A6	1476	*9.6*	4.5

Ferrari

3 years/unlimited



Portofino

It's taken a while but Ferrari's entry-level effort is finally one to be proud of. Turbo engine suits Portofino's more supine edge.

	$399,888	V8TT	3.9	441	760	D7	1664	3.5	10.7

488 GTB

Has lost a little of the 458's primal purity but is a better-rounded dynamic package. We'd be more than happy to wear the compromise

	$469,888	V8TT	3.9	492	760	D7	1475	3.0	11.4

488 Spider

Drop top loses little dynamically to coupe, looks great and, top down, turbo V8 finds its voice. That $57K premium though. Ouch.

	$526,888	V8TT	3.9	492	760	D7	1525	3.0	11.4

New

488 PISTA

Grab yourself a pista this

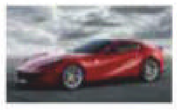
John Carey praised the Pista as "another amazing achievement from Ferrari". More than just a simple bump in power, the Pista adds F1-inspired aerodynamics, and improved driver aids that make all 530kW accessible to a layman. Dynamically, the Pista is virtually unrivalled, but there's still something missing from its turbocharged song.

488 Pista	$645,000	V8TT	3.9	530	770	A7	1385	2.8	11.5

GTC4Lusso

This happens when Ferrari engineers get on the turps. The Lusso makes no sense but it'd be in every one of our fantasy garages

T	$503,888	V8TT	3.9	442	760	D7	1840	–	
	$578,888	V12	6.3	507	697	D7	1920	3.5	15.3



812 Superfast

Recipient of the greatest naturally aspirated production engine ever made. The rest of the package is almost as good

	$610,000	V12	6.5	588	718	D7	1630	2.9	14.9

Fiat

3 years/100,000km

500

Reborn Italian icon spans agreeable and affordable run-around – as long as it's not a robotised auto – to brilliantly raucous Abarth

Pop	$17,990	L4	1.2	51	102	M5	885	*14.1*	4.9
Pop	$19,490	L4	1.2	51	102	S5	920	12.9	4.8
Lounge	$19,990	L4	1.2	51	102	M5	885	12.9	4.9
Lounge	$21,490	L4	1.2	51	102	S5	920	12.9	4.8
Abarth 595	$26,990	L4T	1.4	107	206	M5	1035	7.9	5.8
Abarth 595	$28,990	L4T	1.4	107	206	S5	1035	8.0	5.8
Abarth 595 Comp.	$31,990	L4T	1.4	132	250	M5	1045	6.7	5.7
Abarth 595 Comp.	$33,990	L4T	1.4	132	250	S5	1085	6.9	6.9

500 C

At $22K for openers, this is the least costly way to get rays on your noggin and wind in your hair, and your trimmed Italian beard

Pop	$21,990	L4	1.2	51	102	M5	920	12.9	4.9
Pop	$23,490	L4	1.2	51	102	S5	935	12.9	4.8
Lounge	$25,000	L4	1.2	51	102	M5	920	12.9	4.9
Lounge	$26,550	L4	1.2	51	102	S5	935	12.9	4.8

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Abarth 595C	$32,500	L4T	1.4	107	206	M5	1075	7.8	6.0
Abarth 595C	$33,500	L4T	1.4	107	206	S5	1035	8	5.8
Abarth 595C Comp.	$35,990	L4T	1.4	132	250	M5	1045	6.7	6.0
Abarth 595C Comp.	$37,990	L4T	1.4	132	250	S5	1085	6.9	5.8

500 X

Bigger 500 offshoot brings charm, safety and value to Fiat's growing line-up. Rough round the edges, so the less spent here the better

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Pop	$26,000	L4T	1.4	103	230	M6	1295	9.8	6.0
Pop	$28,000	L4T	1.4	103	230	S6	1295	9.8	5.7
Pop Star	$32,000	L4T	1.4	103	230	S6	1295	*9.5*	5.7

124 Spider

Compared to atmo MX-5 that spawned it, the 124 is more toey than a Roman sandal and features a slightly sharper ride

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Abarth	$41,990	L4T	1.4	125	250	M6	1100	6.8	6.4
Abarth	$43,990	L4T	1.4	125	250	A6	1100	6.9	6.6

Ford

5 years/unlimited

Focus

The dynamic benchmark in the small-car segment, but can disappoint in the cabin. Misses the mark for value in places, too

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Trend	$25,990	L3T	1.5	134	240	A8	1332	-	6.4
ST-Line Hatch	$28,990	L3T	1.5	134	240	A8	1347	-	6.4
ST-Line Wagon	$30,990	L3T	1.5	134	240	A8	1388	-	6.4
Active	$29,990	L3T	1.5	134	240	A8	1348	-	6.4
Titanium	$34,990	L3T	1.5	134	240	A8	1337	-	6.4

Mondeo

Suprisingly sharp handling meets truly cavernous and quiet cabin. Aim for a Trend to extract the best bang for your bucks

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ambiente hatch	$33,190	L4	2.0	149	345	A6	1605	–	8.2
Ambiente wagon	$35,040	L4	2.0	149	345	A6	1649	–	8.5
Ambiente TDCi hatch	$37,190	L4TD	2.0	132	400	D6	1659	8.6	5.1
Ambiente TDCi wag	$39,040	L4TD	2.0	132	400	D6	1703	8.7	5.3
Trend hatch	$37,790	L4T	2.0	177	345	A6	1629	*7.5*	8.2
Trend TDCi hatch	$40,990	L4TD	2.0	132	400	D6	1683	8.6	5.1
Trend TDCi wagon	$42,840	L4TD	2.0	132	400	D6	1713	8.7	5.3
Titanium hatch	$44,790	L4T	2.0	177	345	A6	1690	*7.7*	8.5
Titanium TDCi hatch	$47,990	L4TD	2.0	132	400	D6	1744	8.6	5.1
Titanium TDCi wgn	$49,840	L4TD	2.0	132	400	D6	1782	*9.1*	5.3

Mustang

Couldn't be more American if it ran on pure apple pie. You will forgive it some quality and dynamic foibles for its undeniable cool factor

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
EcoBoost Fastback	$49,990	L4T	2.3	224	441	M6	1629	–	8.5
EcoBoost Fastback	$52,990	L4T	2.3	224	441	A10	1720	–	9.3
EcoBoost Convert.	$59,490	L4T	2.3	224	441	A10	1780	–	9.4
GT Fastback	$62,990	V8	5.0	339	556	M6	1701	4.6	13.0
GT Fastback	$65,990	V8	5.0	339	556	A10	1785	4.3	12.7
Bullitt	$73,688	V8	5.0	345	556	M6	1701	4.6	13.0
GT Convertible	$74,338	V8	5.0	339	556	A10	1855	4.5	12.7

EcoSport

Clever engine aside, this is a whole lot of average. There are lots of very good small SUV options on the market. Buy one of those

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ambiente	$22,790	L3	1.5	90	150	A6	1319	–	6.9
Trend	$24,490	L3T	1.0	92	170	A6	1368	–	6.7
Titanium	$28,990	L3T	1.0	92	170	A6	1368	–	6.7

Escape

Solid all-rounder with an unfortunate thirst for expensive premium fuel. The FWD Trend is the one we'd make our escape in. Guffaw...

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ambiente FWD	$28,990	L4T	1.5	110	240	M6	1559	-	6.3
Ambiente FWD	$30,490	L4T	1.5	134	240	A6	1590	–	7.2
Ambiente AWD	$33,490	L4T	1.5	134	240	A6	1668	-	7.5
Trend FWD	$33,490	L4T	1.5	134	240	A6	1607	*9.6*	7.5
Trend AWD	$36,490	L4T	2.0	178	345	A6	1719	-	8.6
Trend TDCi	$38,990	L4TD	2.0	132	400	D6	1746	-	5.5
ST-Line	$39,990	L4T	2.0	178	345	A6	1751	–	8.6
Titanium	$45,480	L4T	2.0	178	345	A6	1751	-	8.6
Titanium	$48,340	L4TD	2.0	132	400	D6	1779	-	5.6

New

ENDURA

Territory's replacement

The Endura represents the first large SUV to be added to Ford Australia's local line-up since the locally built Territory shuffled off its mortal coil in 2016. The US-built car is actually a facelifted version of the 2015 Edge. Just a single drivetrain is available, while the flagship Titanium is stacked with features, but costs almost $70,000.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Trend	$44,990	L4TD	2.0	140	400	A8	1933	8.2	6.7
Trend AWD	$48,900	L4TD	2.0	140	400	A8	1995	8.2	6.7
ST-Line	$53,900	L4TD	2.0	140	400	A8	1949	8.2	6.7
ST-Line AWD	$57,900	L4TD	2.0	140	400	A8	2012	8.2	6.7
Titanium	$63,900	L4TD	2.0	140	400	A8	1999	8.2	6.7
Titanium AED	$67,990	L4TD	2.0	140	400	A8	2062	8.2	6.7

Everest

Ranger-based SUV is a gun off-road, but is less convincing on it. There are more comfortable and luxurious options out there

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ambiente 5-seat	$49,190	L5TD	3.2	143	470	A6	2239	–	8.4
Ambiente 7-seat	$50,190	L5TD	3.2	143	470	A6	2266	–	8.4
Ambiente 5-seat	$54,190	L5TD	3.2	143	470	A6	2343	–	8.5
Ambiente 7-seat	$55,190	L5TD	3.2	143	470	A6	2370	–	8.5
Trend Bi-Turbo RWD	$56,190	L4TTD	2.0	157	500	A10	2305	–	6.9
Trend 4WD	$59,990	L5TD	3.2	143	470	A6	2407	–	8.5
Trend Bi-Turbo 4WD	$61,190	L4TTD	2.0	157	500	A10	2444	–	7.1
Titanium	$73,990	L4TTD	2.0	157	500	A10	2494	–	7.1

Ranger

Designed and engineered in Australia, built in Thailand, the Ford Ranger is doing much of the heavy lifting for the Blue Oval in the sales

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
XL	$45,090	L4TD	2.2	118	385	M6	2034	–	8.0
XL	$47,290	L4TD	2.2	118	385	A6	2034	–	8.0
XL	$47,590	L5TD	3.2	147	470	M6	2068	–	8.7
XL	$49,790	L5TD	3.2	147	470	A6	2068	–	8.7
XLS	$48,890	L5TD	3.2	147	470	M6	2064	–	8.7
XLT	$55,490	L5TD	3.2	147	470	M6	2159	–	8.2
XLT	$57,690	L5TD	3.2	147	470	A6	2159	10.1	8.2
FX4	$61,115	L5TD	3.2	147	470	A6	2200	–	8.2
Wildtrak	$59,590	L5TD	3.2	147	470	M6	2200	–	8.4
Wildtrak	$61,790	L5TD	3.2	147	470	A6	2200	–	8.4
Raptor	$74,990	L4TD	2.0	157	500	A10	2332	–	8.2

Foton

3 years/100,000km

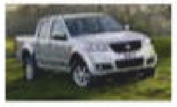
Tunland

Cummins turbo-diesel powerplant adds appeal to affordable Chinese dual-cab. Luxury variant uses the term loosely

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$29,990*	L4TD	2.8	130	365	M5	1950	–	8.7
	$33,990*	L4TD	2.8	130	365	A6	1950	–	8.7
Luxury	$27,990*	L4TD	2.8	130	365	M6	1950	–	8.7
Luxury	$35,490*	L4TD	2.8	130	365	A6	1950	–	8.7

Great Wall

3 years/100,000km



Steed

Manual-only Chinese offering undercuts Hilux and Ranger by significant margins, yet boasts on-demand AWD and rear disc brakes

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$24,990*	L4TD	2.0	110	310	M6	1900	–	9.0

Haval

5 years/100,000km

H2

Twenty grand feels like a lot of money to part with for a whiff of plasticky new-car smell and a tall stack of disappointment

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
MT	$19,990*	L4T	1.5	110	210	M6	1529	–	8.2
Premium	$22,990*	L4T	1.5	110	210	A6	–	–	9.0
Lux	$26,990*	L4T	1.5	110	210	A6	–	–	9.0

H6

Fairly handsome and with some zip, but sadly the chassis of the Haval H6 sets an industry benchmark for peerless ineptitude

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Premium	$28,990*	L4T	2.0	145	315	A6	1715	*10.0*	9.8
Lux	$33,990*	L4T	2.0	145	315	A6	–	–	9.8

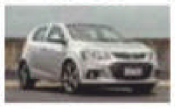
H9

You can buy a Mazda CX-9 or a Holden Acadia for this sort of money. The H9's ZF 'box isn't bad, but beyond that we're grasping at straws

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Lux	$41,990	L4T	2.0	180	350	A8	2236	–	10.5
Ultra	$45,990	L4T	2.0	180	350	A8	–	–	10.5

Holden

5 years/unlimited



Barina

Little Lion with well-loved name looks good and has decent kit, but is increasingly outshone by newer, better light hatches

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LS	$14,990	L4	1.6	85	155	M5	1229	*11.1*	–
LS	$17,190	L4	1.6	85	155	A6	1256	*12.4*	–
LT	$20,390	L4	1.6	85	155	A6	1256	–	–

Astra

It's a game of hit and miss, choosing the right Astra. In RS hatch spec it shoots and scores; but the sedan with 1.4 deserves little love

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LS sedan	$20,490	L4T	1.4	110	240	M6	1275	–	5.8
LS sedan	$21,490	L4T	1.4	110	240	A6	1283	–	6.1
R hatch	$21,490	L4T	1.4	110	240	M6	1283	7.8	5.5
R hatch	$22,490	L4T	1.4	110	240	A6	1304	*8.0*	5.5
LS+ sedan	$22,740	L4T	1.4	110	240	A6	1283	–	6.1
LS+ Sportwagon	$25,740	L4T	1.4	110	240	A6	–	–	5.9
LT sedan	$25,790	L4T	1.4	110	240	A6	1294	–	6.1
RS hatch	$26,240	L4T	1.6	147	300	M6	1325	6.6	6.1
RS hatch	$27,240	L4T	1.6	147	300	A6	1344	6.6	6.1
LTZ sedan	$29,790	L4T	1.4	110	240	A6	1318	–	6.1
LT Sportwagon	$29,940	L4T	1.4	110	240	A6	–	–	5.9
RS-V hatch	$30,740	L4T	1.6	147	300	M6	1344	6.6	6.1
RS-V hatch	$31,740	L4T	1.6	147	300	A6	1363	*7.2*	5.9

ZB Commodore

Import clings to storied nameplate and delivers handling, turbo-four urge and space, but low-key styling inside and out erode appeal

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LT	$33,690	L4T	2.0	191	350	A9	1515	–	7.4
LT	$36,690	L4TD	2.0	125	400	A8	1593	–	5.6
LT Sportwagon	$35,890	L4T	2.0	191	350	A9	1543	–	7.7
LT Sportwagon	$38,890	L4TD	2.0	125	400	A8	1617	–	5.7
RS	$37,290	L4T	2.0	191	350	A9	1534	–	7.6
RS Sportwagon	$39,490	L4T	2.0	191	350	A9	1569	–	7.9
RS V6	$40,790	V6	3.6	235	381	A9	1672	–	8.9
RS-V	$46,990	V6	3.6	235	381	A9	1676	–	8.9
RS-V Sportwagon	$49,190	V6	3.6	235	381	A9	1705	–	9.1
VXR	$55,990	V6	3.6	235	381	A9	1737	*6.2*	8.9
Calais	$40,990	L4T	2.0	191	350	A9	1535	*6.5*	7.6
Calais	$43,990	L4TD	2.0	125	400	A8	1613	–	5.8
Calais Tourer	$45,990	V6	3.6	235	381	A9	1715	–	9.1
Calais V	$51,990	V6	3.6	235	381	A9	1726	–	9.1
Calais V Tourer	$53,990	V6	3.6	235	381	A9	1772	–	9.1

Trax

Good steering, handling and auto calibration, but awful 1.8, dud ride and cheapo cabin see small Holden SUV increasingly outclassed

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LS	$23,990	L4	1.8	103	178	M5	1371	–	7.0
LS	$26,490	L4T	1.4	103	200	A6	1376	–	6.9
LT	$28,890	L4T	1.4	103	200	A6	1390	–	6.9
LTZ	$30,490	L4T	1.4	103	200	A6	1390	*9.6*	6.9

Equinox

Space, refinement, performance and slick nine-speed auto buried in a dull-looking Chevy SUV with a less-than-premium interior

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LS	$27,990	L4T	1.5	127	275	M6	1526	–	6.9
LS	$29,990	L4T	1.5	127	275	A6	1514	–	6.9
LS+	$32,990	L4T	1.5	127	275	A6	1514	–	6.9
LS	$35,990	L4TD	1.5	100	320	A6	1593	–	5.6
LT	$36,990	L4T	2.0	188	353	A9	1585	7.3	8.2
LTZ	$39,990	L4T	2.0	188	353	A9	1618	7.3	8.2

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LT	$39,990	L4TD	1.5	100	320	A6	1602	–	5.6
LTZ	$44,290	L4T	2.0	188	353	A9	1695	7.3	8.4
LTZ-V	$46,290	L4T	2.0	188	353	A9	1732	7.3	8.4
LTZ	$47,290	L4TD	1.5	100	320	A6	1741	–	5.7
LTZ-V	$49,290	L4TD	1.5	100	320	A6	1778	–	5.9

Acadia

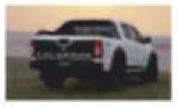
Butch, US-sourced Acadia brings space for seven, grunt, value and locally tuned dynamics. It's the best new Holden in ages. Yes, really

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LT 2WD	$42,490	V6	3.6	231	367	A9	1874	–	8.9
LT AWD	$46,490	V6	3.6	231	367	A9	1968	–	9.3
LTZ 2WD	$53,490	V6	3.6	231	367	A9	1881	–	8.9
LTZ AWD	$57,490	V6	3.6	231	367	A9	1975	–	9.3
LTZ-V 2WD	$63,490	V6	3.6	231	367	A9	1938	–	8.9
LTZ-V AWD	$67,490	V6	3.6	231	367	A9	2032	7.3	10.0

Trailblazer

Colorado ute-derived 4x4 family wagon delivers grunt, off-road chops and value, especially starting at less than $50K

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LT	$47,990	L4TD	2.8	147	500	A6	2194	–	8.6
LTZ	$52,490	L4TD	2.8	147	500	A6	2203	–	8.6



Colorado

Vastly improved after an update that added driver-assistance tech and chassis tweaks, but still very much a mid-fielder in this class

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LS	$44,990	L4TD	2.8	147	440	M5	2019	–	8.6
LS	$47,190	L4TD	2.8	147	500	A6	2016	–	8.6
LT	$46,990	L4TD	2.8	147	440	M5	2007	–	7.9
LT	$49,190	L4TD	2.8	147	500	A6	2004	–	7.9
LTZ	$50,490	L4TD	2.8	147	440	M5	2056	–	8.7
LTZ	$52,690	L4TD	2.8	147	500	A6	2053	9.5	8.7
Z71	$54.990	L4TD	2.8	147	440	M5	2056	–	8.7
Z71	$57,190	L4TD	2.8	147	500	A6	2053	–	8.7

Honda

5 years/unlimited

Jazz

Honda's suprisingly spacious Jazz makes the most sense in its bargain-basement VTi trim, with value vanishing at the top end of the tree

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
VTi	$14,990	L4	1.5	88	145	M5	1048	–	6.2
VTi	$16,990	L4	1.5	88	145	C	1053	*10.2*	5.8
VTi-S	$19,990	L4	1.5	88	145	C	1095	–	5.8
VTi-L	$22,990	L4	1.5	88	145	C	1130	–	5.8

City

If your favourite ice-cream flavour is vanilla, the City has your name all over it. Does nothing majorly wrong, but never excites

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
VTi	$15,990	L4	1.5	88	145	M5	1082	–	5.8
VTi	$17,990	L4	1.5	88	145	C	1103	*10.7*	5.7
VTi-L	$21,590	L4	1.5	88	145	C	1107	–	5.7

Civic

A successful comeback, led in part by the raucous Type-R, but also by clever turbocharged engines and sharp dynamics

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
VTi hatch	$22,390	L4	1.8	104	174	C	1262	–	6.4
VTi sedan	$22,390	L4	1.8	104	174	C	1248	–	6.4
VTi-S hatch	$24,490	L4	1.8	104	174	C	1261	–	6.4
VTi-S sedan	$24,490	L4	1.8	104	174	C	1250	*9.2*	6.4
VTi-L hatch	$27,790	L4T	1.5	127	220	C	1322	–	6.1
VTi-L sedan	$27,790	L4T	1.5	127	220	C	1302	–	6.0
RS hatch	$32,290	L4T	1.5	127	220	C	1341	–	6.1
RS sedan	$31,790	L4T	1.5	127	220	C	1326	*7.4*	6.0
VTi-LX hatch	$33,590	L4T	1.5	127	220	C	1344	*7.6*	*8.3*
VTi-LX sedan	$33,590	L4T	1.5	127	220	C	1327	–	6.0
Type-R	$50,990	L4T	2.0	228	400	M6	1396	*5.8*	*11.5*

NSX

A technology tour de force, the NSX offers genuine supercar dynamics and performance. The sky-high price will worry some, though

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$420,000	V6TTH	3.5	427	646	D9	1780	–	9.7

HR-V

The smartest small SUV there is, with Tardis-like interior options and plenty of kit. Not a huge amount of fun from behind the wheel

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
VTi	$24,990	L4	1.8	105	172	C	1269	–	6.6
VTi-S	$27,990	L4	1.8	105	172	C	1274	–	6.9

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway) **ENGINE TYPE:** L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid **SIZE:** Litres **POWER:** Kilowatts **TORQUE:** Newton metres **TRANSMISSION:** M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms **0-100:** km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres/100km

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
RS	$31,990	L4	1.8	105	172	C	1294	-	6.9
VTi-LX	$34,590	L4	1.8	105	172	C	1319	10.2	6.9

CR-V

Handsome and handy at carrying people or stuff, and with a fun, frugal engine to boot. Stick with the VTi-S for the best value

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Vi	$28,290	L4T	1.5	140	240	C	1504	–	7.0
VTi	$30,690	L4T	1.5	140	240	C	1536	–	7.0
VTi-S	$33,290	L4T	1.5	140	240	C	1540	–	7.3
VTi-S AWD	$35,490	L4T	1.5	140	240	C	1597	–	7.4
VTi-L	$38,990	L4T	1.5	140	240	C	1642	–	7.3
VTi-LX AWD	$44,290	L4T	1.5	140	240	C	1630	–	7.4

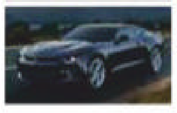
Odyssey

A van masquerading as a car-like people-mover. A recent update sucked much of the charm out of Honda's biggest bopper

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
VTi	$37,990	L4	2.4	129	225	C	1734	–	7.6
VTi-L	$47,590	L4	2.4	129	225	C	1848	–	7.8

HSV

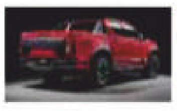
3 years/100,000km



Chevrolet Camaro

Faster and more focused than a Mustang, but can't touch the Ford's value proposition. RHD work a credit to the crew at Clayton

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2SS	$85,990	V8	6.2	339	617	A8	2120	4.9	11.5



SportsCat

More than a collection of aftermarket bits, this reworked Colorado shows there's still HSV engineering prowess at play here

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$60,790	L4TD	2.8	147	500	A8	2274	–	8.7
+	$66,790	L4TD	2.8	147	500	A8	2274	–	8.7

New

SILVERADO

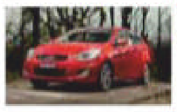
Canyonero who?

There's not a lot that's bigger, badder, or more American than the 2500 Silverado. More towing capacity than a tectonic plate thanks to Duramax engine. Converted in Melbourne by Walkinshaw to meet factory standards of fit and finish. Size dwarfs everything else on the roads, and you'll need a truck licence to steer the gargantuan 3500.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2500 WT	$114,990	V8TD	6.6	332	1234	A6	3515	-	15.6
2500 LTZ	$134,990	V8TD	6.6	332	1234	A6	3616	-	15.6
2500 LTZ Midnight	$139,990	V8TD	6.6	332	1234	A6	3616	-	15.6
2500 LTZ Cst Sport	$139,990	V8TD	6.6	332	1234	A6	3616	-	15.6
3500 LTZ	$147,990	V8TD	6.6	332	1234	A6	3710	-	15.7

Hyundai

5 years/unlimited



Accent

Throwback to Hyundai's cheap'n'cheerful era is at odds with 2019's impressive line-up, not that it bothers 1300-plus buyers each month

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport hatch	$15,490	L4	1.6	103	167	M6	1150	–	6.3
Sport hatch	$17,490	L4	1.6	103	167	A6	1170	–	6.6
Sport sedan	$15,490	L4	1.6	103	167	M6	1150	–	6.3
Sport sedan	$17,490	L4	1.6	103	167	A6	1170	–	6.6

i30

Good looking, dynamic and fun from Go to 'whoa!' in talented i30 N, but cabins could be classier. 1.6 turbo N Line is a fine warm hatch

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Go	$19,990	L4	2.0	120	203	M6	1357	–	7.3
Go	$22,290	L4	2.0	120	203	A6	1382	–	7.4
Go CRDi	$22,490	L4TD	1.6	100	280	M6	1418	–	4.5
Go CRDi	$24,990	L4TD	1.6	100	300	D7	1445	–	4.5
Active	$21,090	L4	2.0	120	203	M6	1357	–	7.3
Active	$23,390	L4	2.0	120	203	A6	1382	–	7.4

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active CRDi	$23,590	L4TD	1.6	100	280	M6	1418	–	4.5
Active CRDi	$26,090	L4TD	1.6	100	300	D7	1445	–	4.7
N Line	$26,490	L4T	1.6	150	265	M6	1407	–	7.5
N Line	$29,490	L4T	1.6	150	265	D7	1436	7.3	7.8
Elite	$27,790	L4	2.0	120	203	A6	1382	–	7.4
Elite CRDi	$30,490	L4TD	1.6	100	300	D7	1445	–	4.7
Premium	$32,790	L4	2.0	120	203	A6	1382	–	7.4
Premium CRDi	$35,490	L4TD	1.6	100	300	D7	1445	–	4.7
N Line Premium	$34,990	L4T	1.6	150	265	D7	1436	7.3	7.8
N	$39,990	L4T	2.0	202	353	M6	1509	6.2	7.1

Elantra

Handling, equipment space and value are highs; ride on torsion-beam versions not so much. Sport set to replace SR in MY19 update

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Go	$21,490	L4	2.0	112	192	M6	1335	–	7.1
Go	$23,790	L4	2.0	112	192	A6	1335	*9.0*	7.2
Active	$25,990	L4	2.0	112	192	A6	1355	–	7.2
SR Turbo	$28,990	L4T	1.6	150	265	M6	1385	–	7.7
SR Turbo	$31,290	L4T	1.6	150	265	D7	1415	*7.0*	7.2

i40

Style, space and chassis and drivetrain appeal align in this likeable midsizer, which is at its best in turbo-diesel Active Tourer form

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active sedan CRDi	$33,690	L4TD	1.7	104	340	D7	1661	–	5.1
Active Tourer	$33,090	L4	2.0	121	203	A6	1630	–	7.5
Active Tourer CRDi	$35,690	L4TD	1.7	104	340	D7	1692	–	5.1
Premium sedan CRDi	$42,850	L4TD	1.7	104	340	D7	1661	–	5.1
Premium Tourer	$42,250	L4	2.0	121	203	A6	1630	–	7.5
Premium Tourer CRDi	$44,850	L4TD	1.7	104	340	D7	1692	–	5.1

Sonata

Strengths include road manners, grunty turbo, space and practicality, but Sonata ultimately stands for conservative Korean

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active	$30,590	L4	2.4	138	241	A6	1587	–	8.3
Elite	$38,350	L4T	2.0	180	353	A6	1645	–	8.5
Premium	$45,490	L4T	2.0	180	353	A8	1645	*7.9*	8.5

Veloster

Soon to be superseded coupe neatly fills cost-effective niche, but SR can't match a hot hatch (like i30 N) for entertainment value

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$29,590	L4	1.6	103	167	M6	1270	9.8	6.7
	$32,090	L4	1.6	103	167	D6	1300	–	6.6
SR Turbo	$30,650	L4T	1.6	150	265	M6	1330	6.5	7.3
SR Turbo	$33,150	L4T	1.6	150	265	D7	1360	–	7.1

Kona

Unique styling and bright palette make for a unique small SUV that's spacious as well as rapid in 1.6 turbo form, if short of i30's polish

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Go	$23,500	L4	2.0	110	180	A6	1383	10.0	7.2
Go	$27,000	L4T	1.6	130	265	D7	1507	*7.9*	6.7
Active	$25,500	L4	2.0	110	180	A6	1383	10.0	7.2
Active	$29,000	L4T	1.6	130	265	D7	1507	*7.9*	6.7
Elite	$29,500	L4	2.0	110	180	A6	1383	10.0	7.2
Elite	$33,000	L4T	1.6	130	265	D7	1507	*7.3*	6.7
Highlander	$35,500	L4	2.0	110	180	A6	1383	10.0	7.2
Highlander	$39,000	L4T	1.6	130	265	D7	1507	*7.9*	6.7

Tuscon

Hyundai's well-rounded medium SUV is at its best in eight-speed auto Elite oiler form, with AWD and loads of standard active safety

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Go	$28,150	L4	2.0	122	205	M6	1596	–	7.8
Go	$30,650	L4	2.0	122	205	A6	1620	–	7.9
Go CRDi	$35,950	L4TD	2.0	136	400	A8	1820	–	6.4
Active X	$31,350	L4	2.0	121	203	M6	1596	–	7.8
Active X	$33,850	L4	2.0	121	203	A6	1620	–	7.9
Active X CRDi	$39,150	L4TD	2.0	136	400	A8	1820	–	6.4
Elite	$37,850	L4	2.0	122	205	A6	1596	–	7.9
Elite	$40,850	L4T	1.6	130	265	D7	1698	–	7.7
Elite CRDi	$41,250	L4TD	2.0	136	400	A8	1820	–	6.4
Highlander	$46,500	L4T	1.6	130	265	D7	1698	–	7.7
Highlander CRDi	$48,800	L4TD	2.0	136	400	A8	1820	–	6.4

Santa Fe

Hyundai's seven-seat SUV brings space, kit, steering feel, handling, comfort, potent turbo-diesel drivetrain and an alluring Highlander

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active	$43,000	L4	2.4	138	241	A6	1870		9.3

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active	$46,000	L4TD	2.2	147	440	A8	1995		7.5
Elite	$54,000	L4TD	2.2	147	440	A8	1995		7.5
Highlander	$60,500	L4TD	2.2	147	440	A8	1995	9.5	7.5

iMax

Psst ... it's a van with seats. iMax is well-priced and nicely kitted but is ultimately a basic machine. There are better people-movers

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active	$43,990	L4TD	2.5	125	441	A5	2186	–	8.8
Elite	$48,490	L4TD	2.5	125	441	A5	2230	–	8.8

Infiniti

4 years/100,000km

Q30

Mercedes-powered Infiniti looks the goods and is quiet in the cabin, but lacks modern cabin tech and rides harshly for a premium

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0t Pure	$44,900	L4T	2.0	155	350	A7	1455	7.3	6.3
2.0t Sport	$52,900	L4T	2.0	155	350	A7	1455	7.3	6.3

QX30

Mercedes provides the grunt and much of the switch gear, Infiniti provides the looks and the materials. Not quite a match made in heaven

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0t AWD Sport	$56,900	L4T	2.0	155	350	A7	1505	–	6.9

Q50

The lusty twin-turbo V6 is the pick of the engines here, so go for a Pure and save some dollars for the inevitable residual hit

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Pure	$54,900	L4T	2.0	155	350	A7	–	7.2	7.3
Pure	$58,900	V6TT	3.0	224	400	A7	1784	–	9.2
Sport	$64,900	V6TT	3.0	224	400	A7	1784	–	9.2
Blue Sport	$70,900	V6H	3.5	268	546	D7	1832	5.1	7.2
Red Sport	$74,990	V6TT	3.0	298	475	A7	1784	–	9.3

Q60

Seriously quick, and just a little homicidal in Red Sport guise, the Q60 is a slinky and stylish sports coupe let down by ageing cabin tech

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Pure	$63,900	L4T	2.0	155	350	A7	1698	5.9	7.7
Red Sport	$84,900	V6TT	3.0	298	475	A7	1784	5.0	8.9

Q70

Japan's answer to a 5 Series isn't that convincing. Makes a kind of sense in frugal hybrid form, but patchy dynamics a drag

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GT	$68,900	V6	3.7	235	360	A7	1652	6.2	10.2
S Premium	$78,900	V6	3.7	235	360	A7	1702	6.2	10.8
3.5h Premium	$82,900	V6H	3.5	225	350	A7	1785	5.3	6.9

QX70

That stunning styling isn't without its compromises, but the throaty V8 of the S Premium goes some way to making up for it

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
3.7 GT	$76,400	V6	3.7	235	360	A7	1893	6.8	12.1
3.7 S Premium	$86,400	V6	3.7	235	360	A7	1908	6.8	12.1
5.0 S Premium	$104,900	V8	5.0	287	500	A7	1992	5.8	13.1

QX80

A Nissan Patrol dressed in formal finery isn't as silly as you think. The QX80 will storm mountains and tame rivers with ease, in luxury

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$110,900	V8	5.6	298	560	A7	2783	–	14.5

Isuzu

5 years/130,000km

MU-X

Indestructible timing chain is its prime user benefit. Tough as old Blundstones and about as sophisticated. But less pretty to look at

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LS-M	$42,900	L4TD	3.0	130	430	A6	1992	–	8.0
LS-U	$45,200	L4TD	3.0	130	430	A6	2042	–	8.1
LS-T	$48,900	L4TD	3.0	130	430	A6	2062	–	8.1
LS-M 4WD	$50,200	L4TD	3.0	130	430	A6	2092	–	8.1
LS-U 4WD	$50,400	L4TD	3.0	130	430	M6	2122	–	7.9
LS-U 4WD	$52,500	L4TD	3.0	130	430	A6	2142	–	7.9
LS-T 4WD	$56,200	L4TD	3.0	130	430	A6	2157	–	7.9

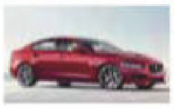
D-Max

What the tough-as-nails D-Max gives up in refinement it claws back in engine capacity and bang for buck. Aussies love them

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
SX	$44,600	L4TD	3.0	430	130	M6	1915	–	8.1
SX	$46,700	L4TD	3.0	430	130	A6	1920	–	8.1
LS-M	$46,900	L4TD	3.0	430	130	M6	1990	–	7.7
LS-M	$49,000	L4TD	3.0	430	130	A6	1995	–	7.8
LS-U	$48,800	L4TD	3.0	430	130	M6	1935	–	7.7
LS-U	$50,900	L4TD	3.0	430	130	A6	1940	–	7.8
LS-T	$54,700	L4TD	3.0	430	130	A6	2026	10.9	7.9

Jaguar

3 years/unlimited



XE

XE works when a C-Class or 3 Series are too common and a Giulia's a bridge too far. Also, when slick steering and fine ride are musts

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
20t Prestige	$60,500	L4T	2.0	147	320	A8	1530	7.1	6.3
20t R-Sport	$62,000	L4T	2.0	147	320	A8	1540	7.1	6.3
20d Prestige	$62,900	L4TD	2.0	132	430	A8	1505	7.8	4.2
20d R-Sport	$64,400	L4TD	2.0	132	430	A8	1505	7.8	4.2
25t Prestige	$65,000	L4T	2.0	184	365	A8	1540	6.3	6.3
25t R-Sport	$66,500	L4T	2.0	184	365	A8	1540	6.3	6.3
25t Portfolio	$70,500	L4T	2.0	184	365	A8	1540	*7.7*	*10.6*
30t Prestige	$70,200	L4T	2.0	221	400	A8	1565	5.7	6.7
30t R-Sport	$71,700	L4T	2.0	221	400	A8	1565	5.7	6.7
30t Portfolio	$75,700	L4T	2.0	221	400	A8	1565	5.7	6.7
S	$92,700	V6S	3.0	280	450	A8	1655	5.0	8.1

XF

Classy Brit alternative to German usual suspects delivers executive pillars of supple ride, cabin space and driver appeal

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
20t Prestige	$75,400	L4T	2.0	147	320	A8	1635	7.5	6.8
20t R-Sport	$81,400	L4T	2.0	147	320	A8	1635	7.5	6.8
20d Prestige	$77,900	L4TD	2.0	132	430	A8	1595	8.1	4.3
20d R-Sport	$83,900	L4TD	2.0	132	430	A8	1595	8.1	4.3
20d Portfolio	$91,900	L4TD	2.0	132	430	A8	1595	8.1	4.3
25t Prestige	$78,900	L4T	2.0	184	365	A8	1635	6.6	6.8
25t R-Sport	$84,900	L4T	2.0	184	365	A8	1635	6.6	6.8
25t Portfolio	$92,900	L4T	2.0	184	365	A8	1635	6.6	6.8
25d R-Sport	$87,400	L4TD	2.0	177	500	A8	1680	6.5	5.3
25d Portfolio	$95,400	L4TD	2.0	177	500	A8	1680	6.5	5.3
30t Prestige	$84,100	L4T	2.0	221	400	A8	1660	5.9	6.8
30t R-Sport	$90,100	L4T	2.0	221	400	A8	1660	5.9	6.8
30t Portfolio	$98,100	L4T	2.0	221	400	A8	1660	5.9	6.8
30d S	$116,950	V6TTD	3.0	221	700	A8	1750	6.2	5.5
35t S	$124,450	V6S	3.0	280	450	A8	1710	5.3	8.3

XF Sportbrake

XF with tailgate holds 565 to 1700 litres and works best as involving, comfy 3.0 turbo-diesel without too many (pricey) options

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
20d R-Sport	$90,400	L4TD	2.0	132	430	A8	1720	8.8	4.8
25t R-Sport	$91,400	L4T	2.0	184	365	A8	1705	7.1	7.1
30d S	$123,450	V6TTD	3.0	221	700	A8	1855	6.6	5.9
First Edition 30d S	$137,300	V6TTD	3.0	221	700	A8	1860	6.6	5.9

XJ

Space, presence, class, and chassis converge in brilliant modern-era Jag flagship with performance from effortless to eye-widening

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Premium Lux SWB	$210,120	V6S	3.0	250	450	A8	1765	5.9	9.1
Premium Lux LWB	$210,120	V6S	3.0	250	450	A8	1775	5.9	9.1
Premium Lux SWB	$210,360	V6TTD	3.0	221	700	A8	1835	6.2	6.1
Premium Lux LWB	$210,360	V6TTD	3.0	221	700	A8	1860	6.2	6.1
Portfolio LWB	$235,565	V6S	3.0	250	450	A8	1775	5.9	9.1
R-Sport SWB	$236,295	V6S	3.0	250	450	A8	1765	5.9	9.1
Autobiography LWB	$303,855	V8S	5.0	375	625	A8	1885	4.9	11.1
R 575	$306,475	V8S	5.0	423	700	A8	1885	4.4	11.1

E-Pace

Jag's 38-variant SUV litter offers endless choices, and each of them is engaging and comfortable, with flexible connectivity options

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
D150	$47,750	L4TD	2.0	110	380	A9	1843	10.5	5.6
D180	$50,150	L4TD	2.0	132	380	A9	1843	9.3	5.6
P250	$50,150	L4T	2.0	183	365	A9	1832	7.0	7.7
D150 R-Dynamic	$52,550	L4TD	2.0	110	380	A9	1843	10.5	5.6
D180 R-Dynamic	$54,950	L4TD	2.0	132	380	A9	1843	9.3	5.6
P250 R-Dynamic	$54,950	L4T	2.0	183	365	A9	1832	7.0	7.7
D150 S	$55,200	L4TD	2.0	110	380	A9	1843	10.5	5.6
D180 S	$57,600	L4TD	2.0	132	380	A9	1843	9.3	5.6
P250 S	$57,600	L4T	2.0	183	365	A9	1832	*8.1*	7.7
D150 R-Dynamic S	$60,000	L4TD	2.0	110	380	A9	1843	10.5	5.6
D150 SE	$60,030	L4TD	2.0	110	380	A9	1843	10.5	5.6
D180 R-Dynamic S	$62,400	L4TD	2.0	132	380	A9	1843	9.3	5.6
P250 R-Dynamic S	$62,400	L4T	2.0	183	365	A9	1832	7.0	7.7
D180 SE	$62,430	L4TD	2.0	132	380	A9	1843	9.3	5.6
P250 SE	$62,430	L4T	2.0	183	365	A9	1832	7.0	7.7
D240 S	$64,020	L4TD	2.0	177	500	A9	1926	7.4	6.2
P300 S	$64,020	L4T	2.0	221	400	A9	1894	6.4	8.0
D150 R-Dynamic SE	$64,830	L4TD	2.0	110	380	A9	1843	10.5	5.6
D150 HSE	$65,590	L4TD	2.0	110	380	A9	1843	10.5	5.6
D180 R-Dynamic SE	$67,230	L4TD	2.0	132	380	A9	1843	9.3	5.6
D180 HSE	$67,990	L4TD	2.0	132	380	A9	1843	9.3	5.6
P250 R-Dynamic SE	$68,159	L4T	2.0	183	365	A9	1832	7.0	7.7
D240 R-Dynamic S	$68,820	L4TD	2.0	177	500	A9	1926	7.4	6.2
D240 SE	$68,850	L4TD	2.0	177	500	A9	1926	7.4	6.2
P250 HSE	$69,147	L4T	2.0	183	365	A9	1832	7.0	7.7
P300 R-Dynamic S	$70,225	L4T	2.0	221	400	A9	1894	6.4	8.0
P300 SE	$70,265	L4T	2.0	221	400	A9	1894	6.4	8.0
D150 R-Dyn HSE	$70,390	L4TD	2.0	110	380	A9	1843	10.5	5.6
D180 R-Dyn HSE	$72,790	L4TD	2.0	132	380	A9	1843	9.3	5.6
D240 R-Dyn SE	$73,650	L4TD	2.0	177	500	A9	1926	7.4	6.2
D240 HSE	$74,410	L4TD	2.0	177	500	A9	1926	7.4	6.2
P250 R-Dyn HSE	$75,837	L4T	2.0	183	365	A9	1832	7.0	7.7
P300 R-Dyn SE	$76,505	L4T	2.0	221	400	A9	1894	6.4	8.0
P300 HSE	$77,493	L4T	2.0	221	400	A9	1894	6.4	8.0
D240 R-Dyn HSE	$80,315	L4TD	2.0	177	500	A9	1926	7.4	6.2
D180 1st edition	$80,952	L4TD	2.0	132	380	A9	1843	9.3	5.6
P300 R-Dyn HSE	$83,733	L4T	2.0	221	400	A9	1894	6.4	8.0
P250 1st Edition	$84,370	L4T	2.0	183	365	A9	1832	7.0	7.7

F-Pace

Slick, impressive-looking big SUV brings brand-trademark steering slickness, and fine handling, with space and pace

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
20d Prestige	$72,510	L4TD	2.0	132	430	A8	1775	8.5	5.1
20d Prestige	$75,935	L4TD	2.0	132	430	A8	1775	8.7	5.3
20d R-Sport	$81,695	L4TD	2.0	132	430	A8	1775	8.5	5.1
20d R-Sport	$81,565	L4TD	2.0	132	430	A8	1760	8.7	5.3
25t Prestige	$73,252	L4T	2.0	184	365	A8	1760	6.8	7.1
25t Prestige	$76,027	L4T	2.0	184	365	A8	1760	6.8	7.4
25t R-Sport	$78,997	L4T	2.0	184	365	A8	1710	6.8	7.1
25t R-Sport	$81,787	L4T	2.0	184	365	A8	1720	6.8	7.4
25d R-Sport	$87,925	L4TD	2.0	132	430	A8	1720	8.5	5.1
25d Portfolio	$88,935	L4TTD	2.0	177	500	A8	1810	7.2	5.8
30t Prestige	$82,315	L4T	2.0	221	400	A8	1770	6.0	7.7
30t R-Sport	$88,075	L4T	2.0	221	400	A8	1770	6.0	7.7
30t Portfolio	$89,075	L4T	2.0	221	400	A8	1770	6.0	7.7
30d Prestige	$86,445	V6TTD	3.0	221	700	A8	1884	6.2	6.0
30d R-Sport	$92,205	V6TTD	3.0	221	700	A8	1884	6.2	6.0
30d Portfolio	$93,215	V6TTD	3.0	221	700	A8	1884	6.2	6.0
30d S	$101,795	V6TTD	3.0	220	700	A8	–	6.2	–
35t S	$104,827	V6S	3.0	280	450	A8	1861	5.5	8.9

F-Type

A superb drive wrapped in stunningly styled all-aluminium sheetmetal. Four-pot pointy; RWD V6 the sweet spot; blown V8 immense

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Coupe	$107,012	L4T	2.0	221	400	A8	1525	5.7	7.2
R-Dynamic Coupe	$114,812	L4T	2.0	221	400	A8	1525	5.7	7.2
Convertible	$125,712	L4T	2.0	221	400	A8	1545	5.7	7.2
R-Dynamic C'tible	$133,512	L4T	2.0	221	400	A8	1545	5.7	7.2
V6 Coupe	$121,212	V6S	3.0	250	450	M6	1577	5.7	9.8
V6 Coupe	$126,212	V6S	3.0	250	450	A8	1577	5.3	8.8
V6 R-Dynamic Coupe	$129,012	V6S	3.0	250	450	M6	1577	5.7	9.8
V6 R-Dynamic Coupe	$134,012	V6S	3.0	250	450	A8	1577	5.3	8.4
V6 Convertible	$139,912	V6S	3.0	250	450	M6	1587	5.7	9.8
V6 Convertible	$144,912	V6S	3.0	250	450	A8	1597	5.3	9.0
V6 R-Dynamic C'tible	$147,712	V6S	3.0	250	450	M6	1587	5.7	9.8
V6 R-Dynamic C'tible	$152,712	V6S	3.0	250	450	A8	1597	5.3	8.4
V6 280 Coupe	$148,712	V6S	3.0	280	460	M6	1584	5.5	9.8
V6 280 Coupe	$153,712	V6S	3.0	280	460	A8	1594	4.9	8.6
V6 280 AWD Coupe	$169,512	V6S	3.0	280	460	A8	1674	5.1	8.9
V6 280 R-Dyn.	$156,512	V6S	3.0	280	460	M6	1584	5.5	9.8
V6 280 R-Dyn.	$161,512	V6S	3.0	280	460	A8	1594	4.9	8.6

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
V6 280 AWD R-Dyn	$177,312	V6S	3.0	280	460	A8	1674	5.1	8.9
V6 280 Convertible	$167,412	V6S	3.0	280	460	M6	1604	5.5	9.8
V6 280 Convertible	$172,412	V6S	3.0	280	460	A8	1614	*4.8*	9.1
V6 280 AWD C'tible	$188,212	V6S	3.0	280	460	A8	1694	5.1	8.9
V6 280 R-Dyn C'tible	$175,212	V6S	3.0	280	460	M6	1604	5.5	9.8
V6 280 R-Dyn C'tible	$180,212	V6S	3.0	280	460	A8	1614	4.9	8.6
V6 280 AWD R C'tible	$196,012	V6S	3.0	280	460	A8	1694	5.1	8.9
V6 400 Sport Coupe	$183,512	V6S	3.0	294	460	A8	1594	4.9	8.6
V6 400 AWD Coupe	$199,312	V6S	3.0	294	460	A8	1674	5.1	8.9
V6 400 Sport C'tible	$202,212	V6S	3.0	294	460	A8	1614	4.9	8.6
V6 400 AWD C'tible	$218,012	V6S	3.0	294	460	A8	1694	5.1	8.9
V8 R AWD Coupe	$246,012	V8S	5.0	404	680	A8	1730	4.1	11.3
V8 R AWD C'tible	$264,712	V8S	5.0	404	680	A8	1745	4.1	11.3
V8 SVR AWD Coupe	$246,012	V8S	5.0	423	700	A8	1705	3.7	11.3
V8 SVR AWD C'tible	$309,212	V8S	5.0	423	700	A8	1720	3.8	11.3

I-Pace

A breathtaking first electric car from Jaguar! Intruiging to behold and fun to pedal hard, it shows Tesla a thing or two about build quality

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
EV400 S	$119,000	E	–	400	696	A1	2133	4.8	0.0
EV400 SE	$130,200	E	–	400	696	A1	2133	4.8	0.0
EV400 HSE	$140,800	E	–	400	696	A1	2133	4.8	0.0
EV400 First Ed.	$159,700	E		400	696	A1	2140	4.8	0.0

Jeep

5 years/100,000km

Renegade

The idea of a Jeep being pretty is still a shock, but this is a spacious small SUV with decent handling, cool design and a good AWD set-up

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport	$26,290	L4	1.6	81	152	M5	1295	–	6.0
Sport	$28,990	L4T	1.4	103	230	D6	1295	–	5.9
Longitude	$32,390	L4T	1.4	103	230	D6	1295	–	5.9
Limited	$36,290	L4T	1.4	103	230	D6	1295	–	5.9
Trailhawk	$40,290	L4	2.4	129	230	A9	1550	–	7.5

Compass

Yes, it's a lot of metal for under $30K (but you miss out on safety at that price) and the Trailhawk is rugged, but she sure ain't pretty

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport	$28,850	L4	2.4	129	229	M6	1424	9.7	8.6
Sport	$30,750	L4	2.4	129	229	A6	1446	9.3	7.9
Longitude	$33,750	L4	2.4	129	229	A6	1446	9.3	7.9
Limited	$41,250	L4	2.4	129	229	A9	1503	10.1	9.7
Limited	$43,750	L4TD	2.0	125	350	A9	1501	9.7	5.7
Trailhawk	$44,750	L4TD	2.0	125	350	A9	1621	9.7	5.7

Wrangler

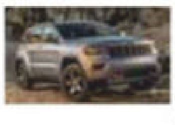
Plenty of ability off-road, and grunty engines, but the vastly improved all-new model is nearly here, so enjoy a mud bath while you wait

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport 2dr	$38,990	V6	3.6	209	347	M6	1913	–	11.2
Sport 2dr	$42,500	V6	3.6	209	347	A5	1924	–	11.3
Sport CRD 2dr	$39,000	L4TD	2.8	147	410	M6	1858	–	8.0
Sport CRD 2dr	$49.990	L4TD	2.8	147	460	A5	2000	–	8.6
Rubicon 2dr	$43,000	V6	3.6	209	347	A5	1919	–	11.3
Sport Unlimited 4dr	$38,000	V6	3.6	209	347	M6	2073	8.6	11.8
Sport Unlimited 4dr	$39,000	V6	3.6	209	347	A5	2053	–	11.7
Sport Unlimited 4dr	$42,990	L4TD	2.8	147	410	M6	1998	11.1	8.3
Sport Unlimited 4dr	$44,000	L4TD	2.8	147	460	A5	1978	–	9.5
Overland 4dr	$53,990	V6	3.6	209	347	A5	2053	8.6	11.9
Rubicon U'ted 4dr	$53,990	V6	3.6	209	347	A5	2053	–	11.9

Cherokee

Striking appearance enough to tempt some buyers and has genuine off-road chops in Trailhawk guise. Still feels cheap inside

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport	$35,950	L4	2.4	130	229	A9	1738	–	8.3
Longitude	$41,950	V6	3.2	200	315	A9	1834	–	10.0
Limited	$46,950	V6	3.2	200	315	A9	1834	–	10.0
Trailhawk	$48,450	V6	3.2	200	315	A9	1862	–	10.0



Grand Cherokee

Big and brassy, feels its weight around town; rear-seat packaging not great; foot-operated park brake archaic, but great off-road ability

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Laredo	$47,500	V6	3.6	213	347	A8	1998	–	9.9
Laredo	$52,500	V6	3.6	213	347	A8	2084	–	10.0
Laredo CRD	$59,000	V6TD	3.0	184	570	A8	2267	–	7.5

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway) **ENGINE TYPE:** L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid **SIZE:** Litres **POWER:** Kilowatts **TORQUE:** Newton metres **TRANSMISSION:** M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms **0-100:** km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres/100km

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Limited	$62,500	V6	3.6	213	347	A8	2169	–	10.0
Limited CRD	$67,500	V6TD	3.0	184	570	A8	2281	–	7.5
Trailhawk	$73,500	V6TD	3.0	184	570	A8	2340	–	7.5
Overland	$78,000	V6TD	3.0	184	570	A8	2327	–	7.5
SRT	$91,000	V8	6.4	344	624	A8	2289	–	14.0
Trackhawk	$134,900	V8S	6.2	522	868	A8	2399	3.7	16.8

JMC

3 years/100,000km

Vigus

Yet another Chinese entrant jostling for a slice of the lucrative 4x4 ute pie. Uses Mitsubishi and Getrag mechanicals; credentials unproven

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LX	$26,790*	L4TD	2.4	101	375	M6	1947	–	–

Kia

7 years/unlimited

Picanto

Base manual is the go for fun, auto better for city traffic. Great fun, solid warranty. Kia demonstrates how to build a cheap car well

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S	$14,190	L4	1.2	62	122	M5	976	–	*5.0*
S	$15,690*	L4	1.2	62	122	A4	995	*11.7*	*6.9*
GT-Line	$17,490	L4	1.2	62	122	A4	995	–	5.8

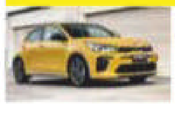
New

PICANTO GT

Oz's cheapest hot hatch

While its 74kW/172Nm outputs might say otherwise, the Picanto GT is Kia's attempt at a baby hot hatch. A 1.0-litre turbocharged three-pot is mated exclusively to a five-speed manual. Sporty suspension is locally tuned, while weight is a chip packet over a tonne. Adding passengers is quickest way to dampen performance.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GT	$17,990*	L3T	1.0	74	172	M5	1007	–	–



Rio

The dated 1.4 does the Rio few favours, so we'd be looking to strong-arm a dealer into sub-$20K on the perky GT-LIne

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S	$16,990	L4	1.4	74	133	M6	1112	–	5.6
S	$16,990	L4	1.4	74	133	A4	1137	–	6.2
Sport	$19,090	L4	1.4	74	133	M6	1112	–	5.6
Sport	$19,090	L4	1.4	74	133	A6	1132	–	6.0
GT-Line	$21,490	L3T	1.0	88	172	D7	1176	–	5.4

Soul

Promises much but still let down by nervous ride and mediocre powerplant. It'd be an easy fix, but the Soul still smacks of old Kia

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Si	$24,990	L4	2.0	113	191	A6	1405	10.2	8.4

New

CERATO

Warm hatch added

Kia's small car range is now topped by the turbocharged Cerato GT hatch. Sharing an engine with the Hyundai i30 N-Line, it's a genuine warm hatch (or sedan), and the best driving Kia available after the Kia Stinger. Could do with a sweeter engine note, and less intrusive ESC for those who really want to carve corners.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S	$19,990	L4	2.0	112	192	M6	1339	–	7.1
S	$21,990	L4	2.0	112	192	A6	1362	–	7.1
Sport	$24,190	L4	2.0	112	192	A6	1362	–	7.1
Sport+	$27,740	L4	2.0	112	192	A6	1362	–	7.1
GT	$31,990	L4T	1.6	150	265	A7	1395	–	6.8

Optima

Sleek styling and decent interior somewhat let down by the wheezy 2.4 engine. Step up to the GT and you lose ride quality, sadly

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Si	$33,390	L4	2.4	138	241	A6	1540	–	8.3
GT	$43,290	L4T	2.0	180	350	A6	1605	*6.9*	8.3

Stinger

The fixed damper 330Si is the sweet spot, but the GT's extra kit is hard to overlook. Seriously rapid, if a little unresolved at ten-tenths

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
200S	$45,990	L4T	2.0	182	353	A8	1693	*7.1*	8.8
200Si	$52,990	L4T	2.0	182	353	A8	1693	6.0	8.8
GT-Line	$55,990	L4T	2.0	182	353	A8	1693	6.0	8.8
330S	$48,990	V6TT	3.3	272	510	A8	1780	5.1	10.2
330Si	$55,990	V6TT	3.3	272	510	A8	1780	*4.9*	10.2
GT	$59,990	V6TT	3.3	272	510	A8	1780	*5.1*	10.2

Rondo

Plugs straight into the demand for space on a budget. Engine is no great shakes but who's complaining with so many seats at this price?

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S	$26,990	L4	2.0	122	213	A6	1520	–	7.8
Si	$31,490	L4	2.0	122	213	A6	1546	–	7.9

Carnival

Huge 5.1m bus has no right to look this good. Rapidly becoming the class benchmark, the Carnival is at its best value in Si trim

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S	$42,490	V6	3.3	206	336	A8	2048	*8.3*	10.8
S CRDi	$44,990	L4TD	2.2	147	440	A8	2092	–	7.6
Si	$47,990	V6	3.3	206	336	A8	2048	–	10.8
Si CRDi	$50,490	L4TD	2.2	147	440	A8	2092	–	7.6
SLi	$52,490	V6	3.3	206	336	A8	2048	–	10.8
SLi CRDi	$54,990	L4TD	2.2	147	440	A8	2092	–	7.6
Platinum	$60,290	V6	3.3	206	336	A8	2048	–	10.8
Platinum CRDi	$62,790	L4TD	2.2	147	440	A8	2092	–	7.6

Sportage

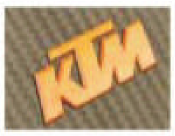
Avoid the emasculated petrol engine and you won't go too far wrong. Unless you pay full RRP on a GT-Line with options. Don't do that

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Si	$29,990	L4	2.0	114	192	A6	1559	–	7.9
Si	$35,390	L4TD	2.0	136	400	A8	1590	–	6.4
Si Premium	$32,290	L4	2.0	114	192	A6	1559	–	7.9
Si Premium	$37,690	L4TD	2.0	136	400	A8	1590	–	6.4
SLi	$36,790	L4	2.0	114	192	A6	1532	10.4	11.2
SLi	$42,190	L4TD	2.0	136	400	A8	1590	–	6.4
GT Line	$44,790	L4	2.4	135	237	A6	1559	–	8.5
GT Line	$47,690	L4TD	2.0	136	400	A8	1590	–	6.4

Sorento

Sweet dynamics and strong safety score. The gutsy petrol sends drive to the fronts only, so diesel SLi remains the smart pick

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Si	$42,990	V6	3.5	206	336	A8	1921	–	10.0
Sport	$44,990	V6	3.5	206	336	A8	1921	–	10.0
Si	$45,490	L4TD	2.2	147	441	A8	2036	–	7.2
SLi	$46,990	V6	3.5	206	336	A8	1921	–	10.0
SLi	$50,490	L4TD	2.2	147	441	A8	2036	–	7.2
Sport	$48,490	L4TD	2.2	147	441	A8	2036	–	7.2
GT-Line	$58,990	L4TD	2.2	147	441	A8	2036	–	7.2



KTM

3 years/unlimited

X-Bow

Few four-wheeled machines are so focused on the driver. The spartan, lightweight X-Bow is a riotous driving experience, as long as it's dry

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$169,900	L4T	2.0	220	420	M6	790	3.9	8.7

Lamborghini

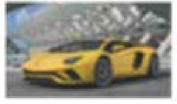
2 years/unlimited

Huracan

Sure, rear vision is rubbish and it ain't cheap, but the engine is aural sex, it's fantastic to drive and the Performante is next-level wild

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
LP 580-2	$378,900	V10	5.2	426	540	D7	1389	3.4	11.9
LP 580-2 Spyder	$429,000	V10	5.2	426	540	D7	1509	3.6	12.1
LP 610-4	$428,000	V10	5.2	449	560	D7	1422	3.2	12.5
LP 610-4 Spyder	$470,800	V10	5.2	449	560	D7	1524	3.4	12.3

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Performante	$483,866	V10	5.2	470	600	D7	1382	2.9	13.7
Performante Spyder	$532,635	V10	5.2	470	600	D7	1507	3.1	14.0



Aventador

Probably the last deafening roar of the natmo supercar. Updates to suspension and fabulous V12 have lifted its game. Could be collectable

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S	$788,914	V12	6.5	544	690	S7	1575	2.9	16.0
S Roadster	$825,530	V12	6.5	544	690	S7	1625	3.0	16.9

Land Rover

3 years/100,000km

Discovery Sport

Near-perfect stance and proportioning disguise the fact that the much-loved Disco Sport is getting creaky in its dotage

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
TD4 110 SE	$56,595	L4TD	2.0	110	400	A9	1775	10.3	6.1
TD4 132 SE	$60,290	L4TD	2.0	132	430	A9	1785	8.9	5.3
SD4 SE	$66,455	L4TD	2.0	140	420	A9	1775	*8.5*	6.1
Si4 177 SE	$60,255	L4T	2.0	177	340	A9	1744	8.2	8.0
Si4 213 SE	$70,858	L4T	2.0	213	400	A9	1884	6.7	8.2
TD4 110 HSE	$61,495	L4TD	2.0	110	400	A9	1805	10.3	6.1
TD4 132 HSE	$65,155	L4TD	2.0	132	430	A9	1785	8.9	5.3
TD4 HSE Luxury	$72,535	L4TD	2.0	132	430	A9	1896	8.9	6.3
SD4 HSE	$71,355	L4TD	2.0	177	500	A9	1896	7.5	6.4
SD4 HSE Luxury	$79,600	L4TD	2.0	177	500	A9	1805	*7.5*	6.4

Range Rover Evoque

Still feels slick and desirable, and looks great, despite being due for replacement. But we'd hold out for the new one, due very soon

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
TD4 110 Pure	$56,050	L4TD	2.0	110	380	M6	1665	10.8	4.8
TD4 110 SE	$63,120	L4TD	2.0	110	380	A9	1674	10.0	5.1
TD4 132 SE	$67,551	L4TD	2.0	132	430	A9	1674	9.0	5.1
TD4 110 SE Dynamic	$65,415	L4TD	2.0	110	380	A9	1746	10	5.1
TD4 132 SE Dynamic	$69,846	L4TD	2.0	132	430	A9	1746	9.0	5.1
TD4 Landmark	$74,351	L4TD	2.0	132	430	A9	1746	9.0	5.1
Si4 SE	$68,788	L4T	2.0	177	340	A9	1752	7.3	7.3
Si4 SE Dynamic	$71,083	L4T	2.0	177	340	A9	1752	7.3	7.3
TD4 132 HSE	$75,344	L4TD	2.0	132	430	A9	1674	9.0	5.1
TD4 132 HSE Dynamic	$79,136	L4TD	2.0	132	430	A9	1674	9.0	5.1
SD4 SE	$72,351	L4TD	2.0	177	500	A9	–	7.3	5.8
SD4 SE Dynamic	$74,646	L4TD	2.0	177	500	A9	–	7.3	5.8
SD4 HSE	$81,574	L4TD	2.0	177	500	A9	1825	7.3	5.8
SD4 HSE Dynamic	$86,432	L4TD	2.0	177	500	A9	1825	7.3	5.8
Si4 177 HSE Dyn.	$82,781	L4T	2.0	177	340	A9	1658	7.6	7.8
Si4 213 HSE Dyn.	$93,568	L4T	2.0	213	400	A9	1883	6.3	7.6

Range Rover Evoque Conv'

There are many more cost-effective methods of looking an utter galoot. We recommend availing yourself of one. A good car ruined

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Si4 SE Dynamic	$85,203	L4T	2.0	177	340	A9	1936	8.6	8.6
TD4 SE Dynamic	$85,598	L4TD	2.0	132	430	A9	1967	10.3	5.7
Si4 HSE Dynamic	$93,100	L4T	2.0	177	340	A9	1936	8.6	8.6
TD4 HSE Dynamic	$93,450	L4TD	2.0	132	430	A9	1967	10.3	5.7

Discovery

What it loses in good looks it more than makes up for in ability. Spring for the slick SD4 to make a Prado appear Neanderthal

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
TD4 S	$64,300	L4TD	2.0	132	430	A8	2174	10.5	6.2
TD4 SE	$77,050	L4TD	2.0	132	430	A8	2174	10.5	6.2
TD4 HSE	$87,150	L4TD	2.0	132	430	A8	2174	10.5	6.2
TD4 HSE Luxury	$100,950	L4TD	2.0	132	430	A8	2174	10.5	6.2
SD4 S	$69,900	L4TTD	2.0	177	500	A8	2184	8.3	6.4
SD4 SE	$83,450	L4TTD	2.0	177	500	A8	2184	8.3	6.4
SD4 HSE	$93,550	L4TTD	2.0	177	500	A8	2184	8.3	6.4
SD4 HSE Luxury	$107,350	L4TTD	2.0	177	500	A8	2184	8.3	6.4
TD6 S	$76,611	V6TD	3.0	190	600	A8	2298	8.1	7.2
TD6 SE	$90,161	V6TD	3.0	190	600	A8	2298	8.1	7.2
TD6 HSE	$100,261	V6TD	3.0	190	600	A8	2298	8.1	7.2
TD6 HSE Luxury	$114,061	V6TD	3.0	190	600	A8	2298	8.1	7.2

Velar

Supermodel styling but options prices make it easy to spend $100K, or more. Ride can be surprisingly brittle on air suspension

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
D180	$71,550	L4TD	2.0	132	430	A8	1829	8.9	5.4
D180 R-Dynamic	$77,550	L4TD	2.0	132	430	A8	1829	8.9	5.4
D180 S	$82,650	L4TD	2.0	132	430	A8	1829	8.9	5.4
D180 R-Dynamic S	$88,650	L4TD	2.0	132	430	A8	1829	8.9	5.4
D180 SE	$91,550	L4TD	2.0	132	430	A8	1829	8.9	5.4
D180 R-Dynamic SE	$97,550	L4TD	2.0	132	430	A8	1829	8.9	5.4
D180 HSE	$107,850	L4TD	2.0	132	430	A8	1829	8.9	5.4
D180 R-Dyn. HSE	$113,850	L4TD	2.0	132	430	A8	1829	8.9	5.4
D240	$80,950	L4TD	2.0	177	500	A8	1841	7.3	5.8
D240 R-Dynamic	$86,950	L4TD	2.0	177	500	A8	1841	7.3	5.8
D240 S	$92,050	L4TD	2.0	177	500	A8	1841	7.3	5.8
D240 R-Dynamic S	$98,050	L4TD	2.0	177	500	A8	1841	7.3	5.8
D240 SE	$100,950	L4TD	2.0	177	500	A8	1841	7.3	5.8
D240 R-Dynamic SE	$106,950	L4TD	2.0	177	500	A8	1841	7.3	5.8
D240 HSE	$117,250	L4TD	2.0	177	500	A8	1841	7.3	5.8
D240 R-Dyn. HSE	$123,250	L4TD	2.0	177	500	A8	1841	7.3	5.8
D300	$92,850	V6TD	3.0	221	700	A8	1959	6.5	6.4
D300 R-Dynamic	$98,850	V6TD	3.0	221	700	A8	1959	6.5	6.4
D300 S	$103,950	V6TD	3.0	221	700	A8	1959	6.5	6.4
D300 R-Dynamic S	$109,950	V6TD	3.0	221	700	A8	1959	6.5	6.4
D300 SE	$112,850	V6TD	3.0	221	700	A8	1959	6.5	6.4
D300 R-Dynamic SE	$118,850	V6TD	3.0	221	700	A8	1959	6.5	6.4
D300 HSE	$129,150	V6TD	3.0	221	700	A8	1959	6.5	6.4
D300 R-Dyn. HSE	$135,150	V6TD	3.0	221	700	A8	1959	6.5	6.4
D300 First Ed.	$168,250	V6TD	3.0	221	700	A8	1959	6.5	6.4
P250	$70,950	L4T	2.0	184	365	A8	1804	6.7	7.6
P250 R-Dynamic	$76,950	L4T	2.0	184	365	A8	1804	6.7	7.6
P250 S	$82,050	L4T	2.0	184	365	A8	1804	6.7	7.6
P250 R-Dynamic S	$88,050	L4T	2.0	184	365	A8	1804	6.7	7.6
P250 SE	$90,950	L4T	2.0	184	365	A8	1804	6.7	7.6
P250 R-Dynamic SE	$96,950	L4T	2.0	184	365	A8	1804	6.7	7.6
P250 HSE	$107,250	L4T	2.0	184	365	A8	1804	6.7	7.6
P250 R-Dyn. HSE	$113,250	L4T	2.0	184	365	A8	1804	6.7	7.6
P300	$78,750	L4T	2.0	221	400	A8	1813	6.0	7.8
P300 R-Dynamic	$84,750	L4T	2.0	221	400	A8	1813	6.0	7.8
P300 S	$89,850	L4T	2.0	221	400	A8	1813	6.0	7.8
P300 R-Dynamic S	$95,850	L4T	2.0	221	400	A8	1813	6.0	7.8
P300 SE	$98,750	L4T	2.0	221	400	A8	1813	6.0	7.8
P300 R-Dynamic SE	$104,750	L4T	2.0	221	400	A8	1813	6.0	7.8
P300 HSE	$115,050	L4T	2.0	221	400	A8	1813	6.0	7.8
P300 R-Dyn. HSE	$121,050	L4T	2.0	221	400	A8	1884	6.0	7.8
P380	$93,750	V6S	3.0	280	450	A8	1884	5.7	9.4
P380 R-Dynamic	$99,750	V6S	3.0	280	450	A8	1884	5.7	9.4
P380 S	$104,850	V6S	3.0	280	450	A8	1884	5.7	9.4
P380 R-Dynamic S	$110,850	V6S	3.0	280	450	A8	1884	5.7	9.4
P380 SE	$113,750	V6S	3.0	280	450	A8	1884	5.7	9.4
P380 R-Dynamic SE	$119,750	V6S	3.0	280	450	A8	1884	5.7	9.4
P380 HSE	$130,050	V6S	3.0	280	450	A8	1884	5.7	9.4
P380 R-Dyn. HSE	$136,050	V6S	3.0	280	450	A8	1884	5.7	9.4
P380 First Ed.	$169,150	V6S	3.0	280	450	A8	1884	5.7	9.4

Range Rover Sport

The SDV6 remains the pick in what is still a classy and astonishingly competent luxury SUV. Ensure you spec Terrain Response

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
V6 SC HSE	$130,000	V6S	3.0	250	450	A8	–	–	–
SD4 S	$95,100	L4TD	2.0	177	500	A8	–	–	–
SD4 SE	$98,400	L4TD	2.0	177	500	A8	–	–	–
SDV6 A'bio Dynamic	$176,400	V6TD	3.0	225	700	A8	–	–	–
SDV6 HSE	$134,700	V6TD	3.0	225	700	A8	–	–	–
SDV6 HSE Dynamic	$141,600	V6TD	3.0	225	700	A8	–	–	–
SDV6 SE	$114,900	V6TD	3.0	225	700	A8	–	–	–
SDV8 HSE	$150,200	V6TD	4.4	250	740	A8	–	–	–
SDV8 HSE Dynamic	$157,500	V6TD	4.4	250	740	A8	–	–	–
Si4 HSE	$146,600	L4TH	2.0	221	400	A8	–	–	–
Si4 S	$97,100	L4TH	2.0	221	400	A8	–	–	–
Si4 SE	$100,400	L4TH	2.0	221	400	A8	–	–	–
TDV6 SE	$105,400	V6TD	3.0	190	600	A8	–	–	–
5.0 A'Bio Dynamic	$204,300	V8S	5.0	386	625	A8	–	–	–
5.0 HSE Dynamic	$173,000	V8S	5.0	386	625	A8	–	–	–
SVR	$238,200	V8S	5.0	423	680	A8	–	–	–

Range Rover

Berserker pricing reflects headroom in this market, but there's not a duff pick here. If you have the means, we're officially jealous

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
TDV6 Vogue	$190,000	V6TTD	3.0	190	600	A8	2160	7.9	6.9
3.0 SC Vogue	$200,200	V6S	3.0	280	450	A8	2330	7.4	11.5
Si4 PHEV	$210,000	L4TH	2.0	297	400	A8	–	6.4	2.8
SDV8 Vogue	$211,000	V8TTD	4.4	250	740	A8	2360	6.9	8.7
SDV8 Vogue SE	$229,600	V8TTD	4.4	250	740	A8	2360	6.9	8.7
SDV8 A'biography	$256,000	V8TTD	4.4	250	740	A8	2360	6.9	8.7
SDV8 A'biog LWB	$266,000	V8TTD	4.4	250	740	A8	–	7.2	8.7
4.4 SVA'biog LWB	$372,400	V8TTD	4.4	250	740	A8	–	–	–
5.0 A'biography	$268,900	V8S	5.0	375	625	A8	2330	5.4	13.8
5.0 A'biog LWB	$279,100	V8S	5.0	405	680	A8	2413	5.5	13.8
5.0 SVA'biography	$315,711	V8S	5.0	405	680	A8	2413	5.5	12.8
5.0 SVA'bio dynamic	$341,100	V8S	5.0	405	680	A8	2413	5.5	12.8
5.0 SVA'biog LWB	$398,900	V8S	5.0	405	680	A8	2413	5.5	12.8

LDV

3 years/100,000km

G10

G10 represents lowest-priced way to haul up to nine, in terms of initial outlay. But long term, thirst and depreciation will cost you. Also, ugly

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
7 seater	$29,990	L4T	2.0	165	345	A6	2057	–	11.7
9 seater	$32,990	L4T	2.0	165	345	A6	2107	–	11.7

D90

Unexpectedly decent-looking D90 gives you a lot of big, 4x4 wagon for the coin, with decent petrol grunt, but also thirst and poor resale

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Mode	$36,990	L4T	2.0	165	350	A6	2130	–	10.2
Deluxe RWD	$39,990	L4T	2.0	165	350	A6	2210	–	10.2
Deluxe AWD	$42,990	L4T	2.0	165	350	A6	2330	–	10.9
Luxe AWD	$49,990	L4T	2.0	165	350	A6	2330	–	10.9

T60

Chinese dual-cab brings give-star safety. Targets both budget- and safety-concious buyers with their heart set on a ute

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Pro	$30,516	L4TD	2.8	110	360	M6	1950	–	8.8
Pro	$32,621	L4TD	2.8	110	360	A6	1980	–	9.6
Luxe	$34,726	L4TD	2.8	110	360	M6	1995	–	8.8
Luxe	$36,831	L4TD	2.8	110	360	A6	2060	–	9.6

Lexus

4 years/100,000km

CT200h

Arguably not even as pretty as the Prius that spawned this cheap Lexus hybrid, also offers dud steering and a tight back seat. Avoid

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Luxury	$40,900	L4H	1.8	100	142	C	1465	10.3	4.1
F-Sport	$50,400	L4H	1.8	100	142	C	1465	10.3	4.1
Sports Luxury	$56,900	L4H	1.8	100	142	C	1465	10.3	4.1

IS

Brilliantly balanced with a crisp chassis, value pricing and excellent quality, the 300 F-Sport is a great drive but a 300h Luxury also appeals

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
300 Luxury	$59,340	L4T	2.0	180	350	A8	–	7.0	7.5
300 F-Sport	$66,820	L4T	2.0	180	350	A8	–	7.0	7.5
300 Sports Luxury	$77,380	L4T	2.0	180	350	A8	–	*8.9*	7.5
300h Luxury	$61,890	L4H	2.5	164	221	C	–	8.5	4.9
300h F-Sport	$70,310	L4H	2.5	164	221	C	1720	8.5	4.9
300h Sports Luxury	$81,160	L4H	2.5	164	221	C	1720	8.5	4.9
350 Luxury	$65,100	V6	3.5	233	378	A8	–	5.9	9.7
350 F-Sport	$72,880	V6	3.5	233	378	A8	–	*6.6*	9.7
350 Sports Luxury	$83,500	V6	3.5	233	378	A8	1685	5.9	9.7

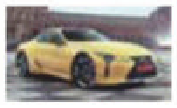
RC

Spend up on the V8 and you'll love the raucous soundtrack, but it is a heavy, thirsty beast. The styling has presence but interior lacks sparkle

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
300 Luxury	$65,329	L4T	2.0	180	350	A8	1675	7.5	7.3
350 Luxury	$68,029	V6	3.5	233	378	A8	1680	6.1	9.4
300 F-Sport	$74,329	L4T	2.0	180	350	A8	1700	7.5	7.3
350 F-Sport	$77,329	V6	3.5	233	378	A8	–	6.1	9.4
300 Sports Luxury	$84,529	L4T	2.0	180	350	A8	1725	7.5	7.3
350 Sports Luxury	$87,900	V6	3.5	233	378	A8	1740	6.1	9.4
F	$137,729	V8	5.0	351	530	A8	1780	4.5	10.9
F Carbon	$151,929	V8	5.0	351	530	A8	1860	4.5	10.9

WHAT IT ALL MEANS

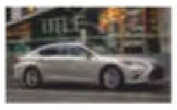
PRICE: Recommended Retail Price at time of publication (* indicates driveaway) **ENGINE TYPE:** L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid **SIZE:** Litres **POWER:** Kilowatts **TORQUE:** Newton metres **TRANSMISSION:** M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms **0-100:** km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres/100km



LC

The V8 has the presence, power and poise while the hybrid is spoilt by droning CVT and relatively dull soundtrack. Go big or go home

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
500	$189,629	V8	5.0	351	550	A10	1970	4.5	10.7
500h	$189,626	V6H	3.5	264	348	C	1970	5.0	5.5



ES

Old one appealed to those who'd given up on life in general. New model, with its very good platform, revolutionises the concept

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
300h Luxury	$63,750	L4H	2.5	151	213	C	1685	8.5	5.5
300h Sports Luxury	$71,910	L4H	2.5	151	213	C	1705	8.5	5.5
350 Luxury	$64,569	V6	3.5	204	346	A6	1630	7.4	9.5
350 Sports Luxury	$72,361	V6	3.5	204	346	A6	1665	7.4	9.5

GS

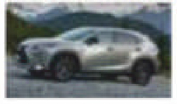
A case of excellent engines and improved dynamics being undermined by lifeless steering.A surprising amount of character

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
300 Luxury	$75,560	L4T	2.0	180	350	A8	–	7.3	8.0
300 F-Sport	$83,720	L4T	2.0	180	350	A8	–	7.3	8.0
350 F-Sport	$94,940	V6	3.5	233	378	A8	1740	*6.3*	9.7
350 Sports Luxury	$106,670	V6	3.5	233	378	A8	1740	6.0	9.7
450h F-Sport	$108,080	V6H	3.5	254	–	C	1910	5.9	6.3
450h Sports Luxury	$119,810	V6H	3.5	254	–	C	1910	5.9	6.3
F	$155,940	V8	5.0	351	530	A8	1865	*4.9*	11.3

LS

Flagship sedan is mix of terrific tech, silky 10-speed auto, church-like quiet and a strange lack of personality and excitement

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
500 F-Sport	$190,129	V6TT	3.4	310	600	A10	2240	5.0	9.5
500 Sports Lux	$195,129	V6TT	3.4	310	600	A10	2235	5.0	9.5
500h F-Sport	$190,129	V6H	3.5	264	350	A4	2280	5.4	6.6
500h Sports Lux	$195,129	V6H	3.5	264	350	A4	2295	5.4	6.6



NX

Either an eye-catching , punchy little SUV with a quality interior or a Toyota in a shiny dress. Your call. 300 F-Sport the pick

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
300 Luxury	$54,800	L4T	2.0	175	350	A6	1700	7.3	7.7
300h Luxury	$57,300	L4H	2.5	147	210	C	1740	9.1	5.6
300 Luxury	$59,300	L4T	2.0	175	350	A6	1755	7.1	7.9
300h Luxury	$61,800	L4H	2.5	147	210	C	1800	9.1	5.7
300 F-Sport	$60,800	L4T	2.0	175	350	A6	1755	7.1	7.9
300h F-Sport	$63,300	L4H	2.5	147	210	C	1800	*8.9*	5.7
300 F-Sport	$65,252	L4T	2.0	175	350	A6	1860	7.1	7.9
300h F-Sport	$67,800	L4H	2.5	147	210	C	1895	9.1	5.7
300 Sports Luxury	$73,429	L4T	2.0	175	350	A6	1860	7.1	7.9
300h Sports Luxury	$76,300	L4H	2.5	147	210	C	1895	9.1	5.7

RX

Love or hate the design, it grabs attention, as does the lack of steering feel and busy ride. But turbo four is a peach, and it is spacious

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
300 Luxury	$73,880	L4T	2.0	175	350	A6	1890	9.2	8.1
350 Luxury	$81,050	V6	3.5	221	370	A8	1980	8.0	9.6
350L Luxury	$84,329	V6	3.5	221	370	A8	1980	8.0	10.6
300 F-Sport	$86,180	L4T	2.0	175	350	A6	2090	8.0	8.1
450h Luxury	$90,160	V6H	3.5	230	335	C	2105	7.7	5.7
300 Sports Luxury	$92,330	L4T	2.0	175	350	A6	1890	9.2	8.1
450hL	$93,440	V6H	3.5	230	335	C	2200	8.0	6.0
350 F-Sport	$93,350	V6	3.5	221	370	A8	1980	8.0	9.6
350 Sports Luxury	$99,500	V6	3.5	221	370	A8	1980	8.0	9.6
350L Sports Luxury	$101,129	V6	3.5	221	370	A8	2150	8.0	10.6
450h F-Sport	$102,460	V6H	3.5	230	335	C	2105	7.7	5.7
450h Sports Luxury	$108,610	V6H	3.5	230	335	C	2105	7.7	5.7
450hL Sports Lux	$110,240	V6H	3.5	230	335	C	2275	8.0	6.0

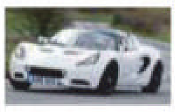
LX

Massive and truck-like to drive, LX fails to hide its LandCruiser-ness, but that does mean it's off-road capable. Sadly. it's also very ugly

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
450d	$134,129	V8TD	4.5	200	650	A6	–	–	9.5
570	$142,789	V8	5.7	270	530	A8	2510	7.7	14.4

Lotus

2 years/unlimited



Elise

You don't get very much for your money but that's the point. This or a McLaren 600LT for best steering in the business? Probably this

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport 220	$87,990	L4S	1.8	162	250	M6	904	4.6	7.5
Sprint 220	$97,990	L4S	1.6	162	250	M6	878	4.5	7.5
Cup 250	$107,990	L4S	1.8	181	250	M6	917	4.3	7.5

Exige

Even the Sport 350 feels as if the scenery speed's been jacked to 11. No-cost Roadster option makes weird and wonderful sense

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport 350	$139,500	V6S	3.5	258	400	M6	1125	3.9	10.1
Sport 380	$154,500	V6S	3.5	280	410	M6	1110	3.7	10.1
Sport 350 Roadster	$139,500	V6S	3.5	258	400	M6	1115	4.0	10.1
Sport 380 Roadster	$154,500	V6S	3.5	280	410	M6	1172	3.9	10.1
Cup 430	$199,900	V6S	3.5	321	440	M6	1093	3.3	10.8

Evora

Felt dated a decade ago and throwing more grunt at it won't solve that. Fast and furious but Geely money ought to spawn a successor

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
400	$189,990	V6S	3.5	298	410	M6	1395	4.2	9.7
400 IPS	$199,990	V6S	3.5	298	410	A6	1407	4.2	9.7
GT410 Sport	$209,990	V6S	3.5	306	420	M6	1320	4.2	9.7
GT410 Sport IPS	$219,990	V6S	3.5	306	420	A6	1331	4.1	9.7
GT430 Sport	$239,990	V6S	3.5	321	440	M6	1289	3.8	–
GT430	$259,990	V6S	3.5	321	440	M6	1299	3.8	–

Mahindra

3 years/100,000km

XUV500

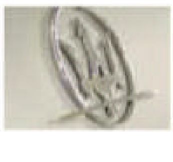
If it's a good, keenly priced seven-seat SUV you're after, look no further than a Nissan X-Trail. But XUV500 is cheap and well equipped

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
W6	$25,990	L4T	2.2	103	320	A6	–	–	–
W8	$29,990	L4T	2.2	103	320	A6	–	–	–
W8 AWD	$32,990	L4T	2.2	103	320	A6	–	–	–
WE8 Diesel	$29,900	L4TD	2.2	103	330	M6	–	–	6.7
WE8 Diesel	$31,900	L4TD	2.2	103	330	A6	–	–	7.4
WE8 AWD Diesel	$32,900	L4TD	2.2	103	330	M6	–	–	6.7
WE8 AWD Diesel	$34,990	L4TD	2.2	103	330	A6	–	–	7.4

Mahindra Pik-Up

About as cohesive to behold as the Elephant Man's proboscis, but it's cheap and not completely awful to drive. Manual only, though

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S6	$29,990*	L4TD	2.2	103	330	M6	2080	–	–
S10	$31,990*	L4TD	2.2	103	330	M6	2080	–	–



Maserati

3 years/unlimited

Ghibli

Finally a beautiful, properly Italian alternative to the usual German luxo sedans. But it is heavy, and lacking in safety tech and V8 noise

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
D	$138,990	V6TD	3.0	202	600	A8	1835	6.3	5.9
	$143,990	V6TT	3.0	243	500	A8	1810	5.6	8.9
D GranLusso	$159,990	V6TD	3.0	202	600	A8	1835	6.3	5.9
D GranSport	$159,990	V6TD	3.0	202	600	A8	1835	6.3	5.9
GranLusso	$163,990	V6TT	3.0	243	500	A8	1810	5.6	8.9
GranSport	$163,990	V6TT	3.0	243	500	A8	1810	5.6	8.9
S	$175,990	V6TT	3.0	301	550	A8	1810	5.0	9.6
S GranLusso	$195,990	V6TT	3.0	301	550	A8	1810	5.0	9.6
S GranSport	$195,990	V6TT	3.0	301	550	A8	1810	5.0	9.6

Quattroporte

While the GTS remains the pinnacle of luxury Italian motoring, we miss the old V8 operatics. Brilliant chassis and twin-turbo V6 ease pain

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Turbo Diesel	$209,900	V6TD	3.0	202	600	A8	1885	6.4	6.2
	$214,990	V6TT	3.0	243	500	A8	1860	6.2	9.1
GranSport	$239,990	V6TT	3.0	243	500	A8	1860	6.2	9.1
GranLusso	$239,990	V6TT	3.0	243	500	A8	1860	6.2	9.1
S	$239,000	V6TT	3.0	321	580	A8	1860	5.0	9.6
S GranSport	$274,990	V6TT	3.0	321	580	A8	1860	5.0	9.6
S GranLusso	$274,990	V6TT	3.0	321	580	A8	1860	5.0	9.6
GTS GranSport	$345,990	V8TT	3.8	390	650	A8	1900	4.7	10.7
GTS GranLusso	$345,990	V8TT	3.8	390	650	A8	1900	4.7	10.7

Levante

So big you'd never drive one in Italy, but interior is classy, engines strong and handles like a Maserati should. Go for an S Gran Lusso

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Turbo Diesel	$139,990	V6TD	3.0	202	600	A8	2205	6.9	7.2
Gran Sport	$159,990	V6TD	3.0	202	600	A8	2205	6.9	7.2
Gran Lusso	$159,990	V6TD	3.0	202	600	A8	2205	6.9	7.2
S	$169,990	V6TT	3.0	321	580	A8	2034	5.2	10.9
S Gran Sport	$179,990	V6TT	3.0	321	580	A8	2034	5.2	10.9
S Gran Lusso	$179,990	V6TT	3.0	321	580	A8	2034	5.2	10.9

GranTurismo

Now 12 years old and feels it from behind the wheel. The slinky styling has aged well and this charismatic GT coupe oozes Italian flair

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
MC Sportline	$295,000	V8	4.7	338	520	A6	1880	4.7	15.5
MC Auto Shift	$319,000	V8	4.7	338	520	A6	1880	4.8	14.3
MC Stradale	$345,000	V8	4.7	338	520	D6	1880	4.5	15.5

GranCabrio

More of a cruiser than a bruiser, it still sounds the business with the roof down and that fabulous V8 kissing the sky. But she is pricey

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport	$338,000	V8	4.7	338	520	D6	1980	5.0	14.5
MC	$355,000	V8	4.7	338	520	D6	1973	4.9	14.5

Mazda

5 years/unlimited

2

Eclipsed by the Polo, but if you don't fancy VW's image and want a crisp handling supermini, the 2 has much to commend it

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Neo hatch	$14,990	L4	1.5	79	139	M6	1025	–	5.4
Neo hatch	$16,990	L4	1.5	79	139	A6	1043	*10.7*	5.5
Neo sedan	$14,990	L4	1.5	79	139	M6	1035	–	5.4
Neo sedan	$16,990	L4	1.5	79	139	A6	1059	–	4.9

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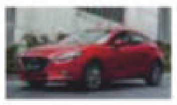
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Maxx hatch	$17,690	L4	1.5	81	141	M6	1035	–	5.4
Maxx hatch	$19,690	L4	1.5	81	141	A6	1047	–	4.9
Maxx sedan	$17,690	L4	1.5	81	141	M6	1045	–	5.4
Maxx sedan	$19,690	L4	1.5	81	141	A6	1060	–	4.9
Genki hatch	$20,690	L4	1.5	81	141	M6	1035	–	5.4
Genki hatch	$22,690	L4	1.5	81	141	A6	1047	–	4.9
GT hatch	$21,680	L4	1.5	81	141	M6	1035	–	5.4
GT hatch	$23,680	L4	1.5	81	141	A6	1047	*10.9*	5.5
GT sedan	$21,680	L4	1.5	81	141	M6	1045	–	5.4
GT sedan	$23,680	L4	1.5	81	141	A6	1060	–	5.5



3

About to be replaced by all-new model, so only buy if you're haggling hard on a runout offer. SP25 GT manual for $25K a good target

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Neo Sport hatch	$21,490	L4	2.0	114	200	M6	1262	*9.2*	5.9
Neo Sport hatch	$23,490	L4	2.0	114	200	A6	1296	–	5.8
Neo Sport sedan	$21,490	L4	2.0	114	200	M6	1258	–	5.8
Neo Sport sedan	$23,490	L4	2.0	114	200	A6	1291	–	5.7
Maxx Sport hatch	$23,490	L4	2.0	114	200	M6	1262	–	5.9
Maxx Sport hatch	$25,490	L4	2.0	114	200	A6	1296	–	5.8
Maxx Sport sedan	$23,490	L4	2.0	114	200	M6	1258	–	5.8
Maxx Sport sedan	$25,490	L4	2.0	114	200	A6	1291	*9.1*	5.7
Touring hatch	$25,490	L4	2.0	114	200	M6	1280	–	5.9
Touring hatch	$27,490	L4	2.0	114	200	A6	1308	–	5.8
Touring sedan	$25,490	L4	2.0	114	200	M6	1276	–	5.8
Touring sedan	$27,490	L4	2.0	114	200	A6	1306	–	5.7
SP25 hatch	$25,990	L4	2.5	138	250	M6	1302	*7.9*	6.5
SP25 hatch	$27,990	L4	2.5	138	250	A6	1328	–	6.1
SP25 sedan	$25,990	L4	2.5	138	250	M6	1294	–	6.5
SP25 sedan	$27,990	L4	2.5	138	250	A6	1324	–	6.0
SP25 GT hatch	$29,990	L4	2.5	138	250	M6	1302	–	6.5
SP25 GT hatch	$31,990	L4	2.5	138	250	A6	1328	*7.9*	6.1
SP25 GT sedan	$29,990	L4	2.5	138	250	M6	1294	–	6.5
SP25 GT sedan	$31,990	L4	2.5	138	250	A6	1324	–	6.0
SP25 Astina hatch	$33,490	L4	2.5	138	250	M6	1314	–	6.5
SP25 Astina hatch	$35,490	L4	2.5	138	250	A6	1341	–	6.1
SP25 Astina sedan	$33,490	L4	2.5	138	250	M6	1307	–	6.5
SP25 Astina sedan	$35,490	L4	2.5	138	250	A6	1336	*7.7*	6.0

6

Delightfully elegant and understated. A diesel on 17-inch alloys is the smart pick; a wagon even more so. Very nearly premium

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport Sedan	$32,490	L4	2.5	140	252	A6	1536	8.2	7.0
Sport Wagon	$33,790	L4	2.5	140	252	A6	1553	8.2	7.0
Touring Sedan	$36,690	L4	2.5	140	252	A6	1536	*7.6*	7.0
Touring Sedan	$39,690	L4TTD	2.5	140	450	A6	1602	8.4	5.3
Touring Wagon	$37,990	L4	2.5	140	252	A6	1533	*8.2*	7.0
Touring Wagon	$40,990	L4TTD	2.2	140	450	A6	1616	8.4	5.3
GT Sedan	$43,990	L4T	2.5	170	420	A6	1607	–	7.6
GT Sedan	$45,090	L4TTD	2.2	140	450	A6	1637	8.4	5.3
GT Wagon	$45,290	L4T	2.5	170	420	A6	1613	–	7.6
GT Wagon	$46,390	L4TTD	2.2	140	450	A6	1650	*8.2*	5.3
Atenza Sedan	$47,690	L4T	2.5	170	420	A6	1620	–	7.6
Atenza Sedan	$48,790	L4TTD	2.2	140	450	A6	1647	8.4	5.3
Atenza Wagon	$48,990	L4T	2.5	170	420	A6	1627	–	7.6
Atenza Wagon	$50,090	L4TTD	2.2	140	450	A6	1662	8.5	5.3

MX-5

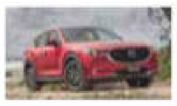
The 1.5 lump makes up 5 percent of Aussie sales. The more powerful 2.0-litre now revs with the zeal this brilliant roadster deserves

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.5 Roadster	$34,190	L4	1.5	97	152	M6	1021	8.3	6.2
1.5 Roadster	$36,190	L4	1.5	97	152	A6	1038	8.3	6.4
2.0 RF	$39,400	L4	2.0	135	205	M6	1087	–	6.9
2.0 RF	$41,400	L4	2.0	135	205	A6	1112	–	7.2
2.0 Roadster GT	$41,960	L4	2.0	135	205	M6	1035	7.3	6.8
2.0 Roadster GT	$43,960	L4	2.0	135	205	A6	1061	7.3	7.0
2.0 RF GT	$45,960	L4	2.0	135	205	M6	1087	7.1	6.9
2.0 RF GT	$47,960	L4	2.0	135	205	A6	1112	–	7.2

CX-3

If your partner wants an SUV but you don't like the way they drive, try one of these. An AWD sTouring manual is an absolute riot

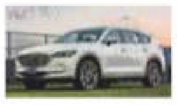
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Neo Sport	$21,790	L4	2.0	110	195	M6	1266	–	6.6
Neo Sport	$23,790	L4	2.0	110	195	A6	1297	–	6.3
Maxx Sport	$23,690	L4	2.0	110	195	M6	1266	–	6.6
Maxx Sport	$25,690	L4	2.0	110	195	A6	1297	–	6.3
Maxx Sport AWD	$27,690	L4	2.0	1110	195	A6	1360	–	6.7
Maxx Sport Diesel	$28,090	L4TD	1.8	85	270	A6	1304	–	4.7
sTouring	$27,790	L4	2.0	110	195	M6	1266	–	6.6
sTouring	$29,790	L4	2.0	110	195	A6	1297	–	6.3
sTouring AWD	$31,790	L4	2.0	110	195	A6	1360	–	6.7
sTouring AWD Diesel	$34,190	L4TD	1.8	85	270	A6	1409	–	5.1
Akari	$32,790	L4	2.0	110	195	M6	1278	–	6.6
Akari	$34,790	L4	2.0	110	195	A6	1360	–	6.3
Akari AWD	$36,790	L4	2.0	110	195	A6	1371	–	6.7
Akari AWD Diesel	$39,190	L4TD	1.8	85	270	A6	1421	–	5.1
Akari LE	$35,290	L4	2.0	110	195	A6	1360	–	6.3
Akari LE AWD	$37,290	L4	2.0	110	195	A6	1371	–	6.7



CX-5

Ticks boxes and sells well but you'll need the 170kW 2.5-litre turbo donk to tease the magic from this platform, and that's nigh-on $50K

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Maxx FWD	$29,770	L4	2.0	115	200	M6	1511	–	6.9
Maxx FWD	$31,770	L4	2.0	115	200	A6	1556	–	6.9
Maxx	$34,770	L4	2.5	140	252	A6	1633	–	7.5
Maxx Sport FWD	$34,870	L4	2.0	115	200	A6	1556	10.4	10.4
Maxx Sport	$37,870	L4	2.5	140	252	A6	1633	–	7.5
Maxx Sport	$40,870	L4TTD	2.2	140	450	A6	1708	–	6.0
Touring	$39,470	L4	2.5	140	252	A6	1633	–	7.5
Touring	$42,470	L4TTD	2.2	140	450	A6	1708	–	6.0
GT	$44,470	L4	2.5	140	252	A6	1670	–	7.5
GT	$46,970	L4T	2.5	170	420	A6	–	–	8.2
GT	$47,470	L4TTD	2.2	140	450	A6	1744	–	6.0
Akera	$46,670	L4	2.5	140	252	A6	1670	–	7.5
Akera	$49,170	L4T	2.5	170	420	A6	–	–	8.2
Akera	$49,670	L4TTD	2.2	140	450	A6	1744	–	6.0



CX-8

A tad dull but extremely good at seating seven in comfort. Modest width makes it a near-perfect urban school runner

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport FWD	$42,790	L4TD	2.2	140	450	A6	1840	–	5.7
Sport AWD	$46,790	L4TD	2.2	140	450	A6	1957	–	6.0
Asaki AWD	$61,790	L4TD	2.2	140	450	A6	1957	9.0	6.0

CX-9

Wheels' Car of the Year in 2017 still puts pressure on more modern rivals. Make sure you opt for AWD and at least Touring spec

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Sport FWD	$44,990	L4T	2.5	170	420	A6	1845	*7.7*	8.4
Sport AWD	$48,990	L4T	2.5	170	420	A6	–	–	8.8
Touring FWD	$51,390	L4T	2.5	170	420	A6	1858	*7.4*	8.4
Touring AWD	$55,390	L4T	2.5	170	420	A6	–	–	8.8
GT FWD	$59,390	L4T	2.5	170	420	A6	–	–	8.4
GT AWD	$63,390	L4T	2.5	170	420	A6	–	–	8.8
Azami FWD	$60,990	L4T	2.5	170	420	A6	–	–	8.4
Azami AWD	$64,990	L4T	2.5	170	420	A6	–	–	8.8
Azami LE AWD	$66,490	L4T	2.5	170	420	A6	–	–	8.8

BT-50

Developed in tandam with Ranger, but hasn't enjoyed the same updates, and also held back by feline exterior styling. Decent, though

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
XT	$44,615	L5TD	3.2	147	470	M6	2044		9.7
XT	$47,265	L5TD	3.2	147	470	A6	2061		10.0
XTR	$50,490	L5TD	3.2	147	470	M6	2086		9.7
XTR	$52,490	L5TD	3.2	147	470	A6	2103		10.0
GT	$52,490	L5TD	3.2	147	470	M6	2095		9.7
GT	$54,490	L5TD	3.2	147	470	A6	2112		10.0

McLaren

3 years/unlimited

540C

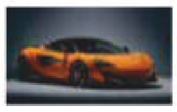
Least-expensive Macca gets a slightly lower-output twin-turbo V8 than the 570 in a brilliantly accessible and enjoyable package

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$350,000	V8TT	3.8	397	540	D7	1350	3.5	10.7

570

Intimacy, turbo torque and surprising ride quality make 570 involving, quick, flexible, and capable, but flat-plane crank V8 note too tame

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S	$395,000	V8TT	3.8	419	600	D7	1400	3.2	10.7
GT	$415,000	V8TT	3.8	419	600	D7	1450	3.4	10.7
S Spider	$435,750	V8TT	3.8	419	600	D7	1503	3.2	10.7



600LT

Malleable handling and exquisite focus with searing performance seal the Longtail as McLaren's definitive modern work

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Coupe	$455,000	V8TT	3.8	441	620	D7	1356	2.9	12.2

720S

Superb steering and dynamics plus next-level performance headline what is the thinking man's supercar. Blinding speed

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Coupe	$489,900	V8TT	4.0	537	770	D7	1419	2.9	10.7

Mercedes-Benz

3 years/unlimited

A-Class

Skip the asthmatic A200 and place an order for either the all-paw A250 or the lovely A35 AMG. MBUX infotainment is a big plus

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
A200	$47,200	L4T	1.3	120	250	D7	1375	7.8	5.7
A250	$49,500	L4T	2.0	165	350	D7	1505	6.2	6.6

GLA-Class

Justifies its existence, but we'd hold out for the all-new model that will inevitably spawn from the new A-Class MFA2 chassis

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLA180	$43,900	L4T	1.6	90	200	D7	1435	9.2	5.7
GLA220d	$51,200	L4TD	2.1	130	350	D7	1535	7.7	4.5
GLA250	$60,700	L4T	2.0	155	350	D7	1505	7.1	7.0
GLA45 AMG	$89,211	L4T	2.0	280	475	D7	1585	4.8	7.5

CLA-Class

Slick baby four-door coupe, but negotiate hard if you're buying right now. The bigger and smarter new one is on its way

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
CLA200	$52,900	L4T	1.6	115	250	D7	1430	7.9	5.6
CLA200 S-Brake	$54,400	L4T	1.6	115	250	D7	1460	8.2	6.1
CLA220d	$54,300	L4TD	2.1	130	350	D7	1525	7.7	4.2
CLA220d S-Brake	$55,800	L4TD	2.1	130	350	D7	1555	7.8	4.4
CLA250 Sport	$68,000	L4T	2.0	160	350	D7	1550	6.4	6.9
CLA250 Sport S-B	$69,000	L4T	2.0	160	350	D7	1565	6.7	7.0
CLA45 AMG	$92,611	L4T	2.0	280	475	D7	1585	4.2	7.4
CLA45 AMG S-Brake	$92,611	L4T	2.0	280	475	D7	1615	4.3	7.4

B-Class

Merc's dorkiest car is a gem, in B250 guise at least. Traditionally sells well in Europe but Aussies break out the barge poles

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
B180	$42,700	L4T	1.6	90	200	D7	1425	9.1	5.5
B200	$48,900	L4T	1.6	115	250	D7	1425	8.6	5.5
B200d	$49,700	L4TD	2.1	100	300	D7	1505	9.8	4.2
B250 4Matic	$56,300	L4T	2.0	155	350	D7	1505	6.7	6.8

C-Class

Crushes 3 Series and A4 in sales charts. Drive one and you'll understand why. Smart and civilised with ripper C63 AMG flagship

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
C200	$63,400	L4T	2.0	135	280	A9	1465	7.2	6.5
C200 Estate	$65,900	L4T	2.0	135	280	A9	1525	7.3	6.6
C220d	$64,900	L4TD	2.1	143	400	A9	1570	7.5	4.7
C220d Estate	$67,400	L4TD	2.1	143	400	A9	1615	7.5	4.9
C300	$71,400	L4T	2.0	190	370	A9	1530	5.9	6.5
C300 Estate	$73,900	L4T	2.0	190	370	A9	1615	6.1	6.7
C43 AMG	$107,900	V6TT	3.0	287	520	A9	1615	4.7	8.2
C43 AMG Estate	$110,400	V6TT	3.0	287	520	A9	1735	4.8	8.3
C63 S AMG	$157,900	V8TT	4.0	375	700	A7	1580	*4.2*	8.6
C63 S AMG Estate	$159,711	V8TT	4.0	375	700	A7	1650	4.1	8.7

C-Class Coupe

There's not a dud choice in the line up, but the 2.0-litre C300 with optional Airmatic suspension is a particular standout

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
C200	$67,900	L4T	2.0	135	280	A7	1505	7.7	6.0
C300	$84,900	L4T	2.0	190	370	A7	1565	6.0	6.6
C43 AMG	$111,900	V6TT	3.0	287	520	A9	1660	4.7	7.8
C63 S AMG	$163,611	V8TT	4.0	375	700	A7	1800	3.9	8.7

C-Class Cabriolet

The first C-Class drop top goes straight to the head of the class. The C43 AMG's lump is a good partner for this chassis

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
C200	$88,400	L4T	2.0	135	280	A9	1645	8.2	6.8
C300	$101,900	L4T	2.0	190	370	A9	1690	6.4	7.2
C43 AMG	$124,900	V6TT	3.0	287	520	A9	1870	4.8	8.5
C63 S AMG	$181,611	V8TT	4.0	375	700	A7	1925	4.1	9.4

SLC

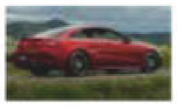
The car that everybody forgot about. We struggle to think of compelling reasons to buy one over a Boxster or a TT

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
SLC180	$71,500	L4T	1.6	115	250	A9	1428	8.1	6.2
SLC200	$84,500	L4T	2.0	135	300	A9	1509	6.9	6.2
SLC300	$100,900	L4T	2.0	180	370	A9	1512	5.8	6.3
SLC 43 AMG	$135,900	V6TT	3.0	270	520	A9	1591	4.7	7.9

E-Class

The industry standard in integrating tech elegantly. Loads of kit but big money, especially for our pick, the intriguing E53 AMG

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
E200	$91,100	L4T	2.0	135	300	A9	1530	7.7	6.4
E220d	$94,100	L4D	2.0	143	400	A9	1605	7.3	4.1
E300	$109,611	L4T	2.0	180	370	A9	–	6.2	7.1
E350d	$134.900	L6TD	3.0	190	620	A9	1725	*5.9*	5.6
E350e	$131,600	L4TDH	2.1	210	550	A9	1850	6.2	2.4
E400	$139,611	V6TT	3.0	245	480	A9	1745	5.2	8.4
E43 AMG	$159,611	V6TT	3.0	295	520	A9	1765	4.6	8.4
E53 AMG	$167,129	L6TH	3.0	320	770	A9	–	4.4	–
E63 AMG	$209,611	V8TT	4.0	420	750	A9	1875	3.5	9.3
E63 S AMG	$239,611	V8TT	4.0	450	850	A9	1880	*3.3*	15.9



E-Class Coupe

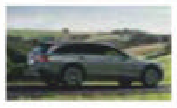
A great cruiser and the straight-six E53 AMG is a delight. In truth you don't need a lot of engine for this sort of wafting

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
E220d	$96,000	L4TD	2.0	143	400	A9	1735	7.4	4.9
E300	$110,611	L4T	2.0	180	370	A9	1685	6.4	6.4
E400	$145,611	V6TT	3.0	245	480	A9	1845	5.3	8.1
E53 AMG	$172,790	L6TH	3.0	320	770	A9	1925	4.3	–

E-Class Cabriolet

Airscarf and Aircap give E-Class drop-top all-season chops for people who want a convertible but find the open air obnoxious

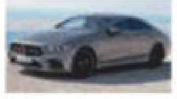
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
E300	$123,500	L4T	2.0	180	370	A9	1780	6.6	6.8
E400	$157,500	V6TT	3.0	245	480	A9	1935	5.5	8.3
E53 AMG	$181,329	L6TH	3.0	320	770	A9	–	4.4	–



E-Class All-Terrain

Seems a marketing decision too far, but we tried the E220d and it's genuinely versatile. Needs an E300 petrol model, though

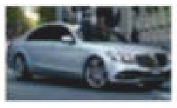
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
E220d	$109,900	L4T	2.0	143	400	A9	1920	8.0	5.2



CLS

Doesn't ride as smoothly as we'd like and understated styling lacks the presence of prior versions. Not a vintage generation

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
CLS350	$136,900	L4T	2.0	220	400	A9	1775	–	–
CLS450	$155,529	L6T	3.0	270	500	A9	1940	4.8	8.7
CLS53 AMG	$179,529	L6TT	3.0	320	520	A9	1980	4.5	7.8



S-Class

Nearly half a century of Sonderklasse heritage tells here. This is still the finest luxury sedan halfway sensible money can buy

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S350d	$192,900	L6TD	3.0	210	600	A9	1970	6.8	5.5
S400d L	$222,500	L6TD	3.0	250	700	A9	2025	5.4	5.5
S450 L	$227,500	V6TT	3.0	270	520	A9	–	5.1	6.6
S560	$270,000	V8TT	4.0	345	700	A9	2055	4.7	8.5
S560 L	$295,000	V8TT	4.0	345	700	A9	2075	4.7	8.5
S63 L AMG	$375,000	V8TT	4.0	450	900	A9	1970	4.3	9.0
S650 L Maybach	$425,000	V12TT	6.0	463	1000	A7	2360	4.7	12.7

S-Class Coupe

Lacks the visual clout of a Bentley Conti GT, an Aston DB11 or a Ferrari GTC4 Lusso but maybe that's the point.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S560	$314,900	V8TT	4.0	345	700	A9	2158	4.6	8.5
S63 AMG	$370,500	V8TT	4.0	345	700	A9	2046	–	9.0
S65 AMG	$509,900	V12TT	6.0	463	1000	A7	2140	4.1	12.0

S-Class Conv

Fantastically extraneous ragtop mixes practicality and panache more convincingly than its coupe sibling. The S560 is all you need

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
S560	$336,900	V8TT	4.0	345	700	A9	2176	4.6	9.9
S63 AMG	$370,500	V8TT	4.0	345	700	A9	2148	–	10.2
S65 AMG	$509,900	V12TT	6.0	463	1000	A7	2202	4.1	12.0

SL

Old stager has lost its looks a bit but the punchy engine line-up means you'll be gone before too many can ponder that fact

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
SL400	$220,900	V6TT	3.0	270	500	A9	1735	4.9	7.8
SL500	$280,900	V8TT	4.7	335	700	A9	1795	4.3	9.1
SL63 AMG	$370,900	V8TT	5.5	430	900	A9	1845	4.1	10.2

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway) **ENGINE TYPE:** L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid **SIZE:** Litres **POWER:** Kilowatts **TORQUE:** Newton metres **TRANSMISSION:** M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms **0-100:** km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres/100km

AMG GT

Roadster models render SL redundant, coupe versions have the talent to level with a 911. Pay extra and go large with the GT R

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GT	$258,711	V8TT	4.0	350	630	D7	1540	4.0	9.4
GT Roadster	$283,711	V8TT	4.0	350	630	D7	1670	4.0	–
GT S	$298,711	V8TT	4.0	384	670	D7	1570	3.8	9.4
GT C Edition 50	$335,211	V8TT	4.0	410	680	D7	–	–	–
GT C Roadster	$338,711	V8TT	4.0	410	680	D7	1660	*4.0*	*14.3*
GT R	$348,711	V8TT	4.0	430	700	D7	1555	3.6	11.4

GLC-Class

Rides like a trolley jack without optional air suspension but otherwise a delight, and pretty too. Go 250d for the best all-rounder

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLC200	$61,990	L4T	2.0	135	300	A9	–	–	–
GLC250	$71,600	L4T	2.0	155	350	A9	1735	7.3	7.2
GLC250d	$73,200	L4TD	2.2	150	500	A9	1845	7.6	5.7
GLC350d	$89,900	V6TD	3.0	190	620	A9	1890	6.2	6.3
GLC43 AMG	$103,500	V6TT	3.0	270	520	A9	1845	4.9	8.9
GLC63 S AMG	$164,900	V8TT	4.0	375	700	A9	2010	3.8	10.9

GLC-Coupe

The practical compromises of a coupe married to the dynamic shortcomings of an SUV. Depressingly popular

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLC220d	$82,300	L4TD	2.1	125	400	A9	1845	8.3	5.8
GLC250	$81,211	L4T	2.0	155	350	A9	1785	7.6	7.4
GLC250d	$83,500	L4TD	2.1	150	500	A9	1845	7.6	5.8
GLC350d	$99,900	V6TD	3.0	190	620	A9	1915	6.2	6.3
GLC43 AMG	$111,000	V6TT	3.0	270	520	A9	1855	4.9	8.9
GLC63 S AMG	$171,900	V8TT	4.0	375	700	A9	2020	3.8	10.9

GLE-Class

Benz's genre-busting SUV has turned into its underacheiver of late. Yet to arrive new model aims to fix that and early signs look promising.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLE250d	$92,900	L4TD	2.1	150	500	A9	2075	8.6	6.0
GLE350d	$108,900	V6TD	3.0	190	620	A9	2100	7.1	6.6
GLE500e	$129,500	V6TH	3.0	325	650	A7	2465	5.3	3.3
GLE43 AMG	$134,700	V6TT	3.0	270	520	A9	–	5.7	–
GLE63 S AMG	$193,500	V8TT	5.5	430	760	A7	2270	4.2	11.8

GLE-Coupe

Your chance to pay more money for less car than the GLE, with a busy ride and a high loading lip for boot. Surprising fun in corners

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLE350d	$126,700	V6TD	3.0	190	620	A9	2175	7.0	7.2
GLE43 AMG	$146,200	V6TT	3.0	270	520	A9	2145	5.7	9.4
GLE63 S AMG	$204,200	V8TT	5.5	430	760	A7	2275	4.2	11.9

G-Class

Fun up to seven-tenths, terrifying thereafter. Wait for the all-new version. It's the most improved car we've driven this year

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
G300 CDI Pro Wagon	$109,900	V6TD	3.0	135	400	A5	–	–	–
G300 CDI Pro Cab	$119,900	V6TD	3.0	135	400	A5	–	–	–
G350d	$163,615	V6TD	3.0	155	540	A7	2300	9.1	11.2

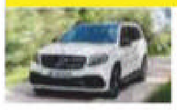
New

AMG G63

New bones, old skin

Almost everything about the AMG G63 is new, even if you can't tell from the outside. Gone is the solid front axle, replaced with independent suspension, which improves the on-road handling significantly. Handy, given it now has AMG's venerable twin-turbo 4.0-litre V8 which pumps out more power than a nuclear reactor.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
G63	$247,329	V8TT	4.0	430	850	A9	2485	4.5	13.1



GLS-Class

Humungous lug that offers rare benefit of a comfortable third row. Go diesel as V8s are almost too quick for their own good

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLS350d	$119,100	V6TD	3.0	190	620	A9	2455	7.8	7.7
GLS350d Sport	$138,100	V6TD	3.0	190	620	A9	2455	7.8	7.7
GLS500	$165,500	V8TT	4.7	320	700	A9	2445	5.3	11.5
GLS63 AMG	$222,100	V8TT	5.5	410	760	A7	2580	4.6	12.3

Valente

Strong value for an eight-seater. You'll look like an airport cabbie, but if you can get past that, you're golden. Or just sign up with Uber

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$58,100	L4TD	2.1	120	360	A7	2155	–	6.3

V-Class

Well equipped and spacious with swivelling captain's chairs. Still a fenestrated van but now at least feels suitably Benz premium

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
V220d	$74,990	L4TD	2.1	120	380	A7	2145	–	6.3
V250d	$87,155	L4TD	2.1	140	440	A7	2145	9.1	6.3

X-Class

Don't call it a rebadged Navara. Stronger chassis, wider front and rear track, and turbo V6 engines make this a fair dinkum Merc ute

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
X220d Pure	$50,400	L4TD	2.2	120	403	M6	2126	–	7.8
X250d Pure	$52,400	L4TTD	2.2	140	450	M6	2140	–	7.7
X250d Pure	$55,300	L4TTD	2.2	140	450	A7	2147	–	7.9
X250d Prog	$54,900	L4TTD	2.2	140	450	M6	2130	–	7.7
X250d Prog	$57,800	L4TTD	2.2	140	450	A7	2137	–	7.9
X250d Power	$61,600	L4TTD	2.2	140	450	M6	2155	–	7.7
X250d Power	$64,500	L4TTD	2.2	140	450	A7	2161	–	7.9
X350d Prog	$73,270	V6TD	3.0	190	550	A7	2166	–	8.8
X350d Power	$79,415	V6TD	3.0	190	550	A7	2190	–	8.8

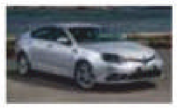
MG

6 years/7 years/unlimited

MG3

Finally gets auto-only range, but it's a four-speed dunger. New design looks good but do not be confused by the badge. It's Chinese

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Core	$15,990	L4	1.5	82	150	A4	1170	–	6.7
Excite	$17,490	L4	1.5	82	150	A4	1170	–	6.7



MG6 Plus

Distinctive design and pricing are attractive, but lacklustre turbo engine and serious resale concerns mean it's a bit of a risky option.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Core	$21,990	L4T	1.8	118	215	A6	1534	–	7.8
Soul	$23,990	L4T	1.8	118	215	A6	1534	–	7.8
Essence	$25,990	L4T	1.8	118	215	A6	1534	–	7.8

ZS

Might get up hills with a run-up, but kW truly lacking. Seven-year warranty will attract some to take the risk, and three-pot frugal

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Soul	$20,990	L4	1.5	84	150	A4	–	–	7.1
Essence	$23,990	L3T	1.0	82	160	A6	–	–	6.7

GS

Flimsy build quality, poor cabin finish, savage ride, lifeless steering; we could go on. But it is cheap, spacious and Essence has 162kW

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Vivid	$23,990	L4T	1.5	119	250	M6	1432	–	7.4
Core	$25,990	L4T	1.5	119	250	D7	1432	–	7.4
Soul	$27,990	L4T	1.5	119	250	D7	1420	–	7.4
Essence	$34,990	L4T	2.0	162	350	S6	1614	–	9.6

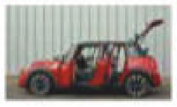
Mini

3 years/unlimited

Hatch

New Mini's signature kart-like responses carry into terrific third-gen, which is at its finest as rorty, adaptive-damped Cooper S

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Cooper	$29,900	L3T	1.5	100	220	M6	1085	7.9	5.5
Cooper	$32,400	L3T	1.5	100	220	D7	1115	7.8	5.3
Cooper S	$39,900	L4T	2.0	141	280	M6	1160	6.8	6.3
Cooper S	$42,700	L4T	2.0	141	280	D7	1175	6.7	5.5
JCW	$49,900	L4T	2.0	170	320	M6	1205	6.3	6.9
JCW	$52,850	L4T	2.0	170	320	A8	1220	6.1	6.0



5-door

Attempts to broaden the New Mini's practicality and appeal, while trashing its history, and its famous good looks...

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Cooper	$31,150	L3T	1.5	100	220	M6	1145	8.2	5.5
Cooper	$33,650	L3T	1.5	100	220	D7	1175	*9.1*	5.4
Cooper S	$41,150	L4T	2.0	141	280	M6	1220	6.9	6.4

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Cooper S	$43,950	L4T	2.0	141	280	D7	1240	6.8	5.6

Cooper Convertible

Karty handling equals instant gratification, charming triple and easy-to-use fabric top make Cooper cab a summer fun-machine

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Cooper	$40,900	L3T	1.5	100	220	M6	1205	8.8	5.6
Cooper	$40,900	L3T	1.5	100	220	S7	1230	8.7	5.6
Cooper S	$47,900	L4T	2.0	141	280	M6	1275	7.2	6.5
Cooper S	$47,900	L4T	2.0	141	280	D7	1295	7.1	5.7
JCW	$57,900	L4T	2.0	170	320	M6		6.6	7.0
JCW	$57,900	L4T	2.0	170	320	A8		6.5	6.3

Clubman

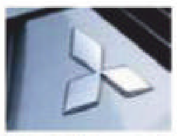
Quirky style cloaks a practical package with lively three- and four-pot turbos and jaunty demeanour, but less dartiness than Coopers

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Cooper	$36,900	L3T	1.5	100	220	M6	1300	9.1	5.4
Cooper	$36,900	L3T	1.5	100	220	A6	1320	9.7	5.4
Cooper S	$43,900	L4T	2.0	141	280	M6	1360	7.2	6.4
Cooper S	$43,900	L4T	2.0	141	280	A8	1390	7.1	5.9
Cooper JCW	$54,900	L4T	2.0	170	350	M6	1475	6.3	7.8
Cooper JCW	$54,900	L4T	2.0	170	350	A8	1490	6.3	7.2

Countryman

Somehow carries Cooper's lively and fun nature into a versatile SUV-ish package, although extra mass blunts three-pot's zing

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Cooper	$40,500	L3T	1.5	100	220	A6	1390	9.6	6.0
Cooper D	$44,500	L4TD	2.0	110	330	A8	1430	8.8	4.8
Cooper S	$47,200	L4T	2.0	141	280	A8	1460	7.4	6.5
Cooper SD All4	$52,300	L4TD	2.0	140	400	A8	1535	7.4	5.2
JCW	$57,900	L4T	2.0	170	350	M6	1540	6.5	7.8
JCW	$57,900	L4T	2.0	170	350	A8	1555	6.5	7.4



Mitsubishi

5 years/100,000km

Mirage

Once-proud Mirage looks dowdy and dull and has a bouncy ride, tight rear seat and wheezy power. Still, it's well-equipped for the price...

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ES	$13,490	L3	1.2	57	100	M5	865	–	4.6
ES	$14,990	L3	1.2	57	100	C	895	–	4.6
LS	$15,990	L3	1.2	57	100	C	895	–	4.9

Lancer

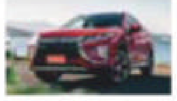
Fans of Lancers past should look away. Rubbish dynamics, cheap interior, CVT, poor seats all ruin the show. Look at competitors

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ES Sport	$19,500	L4	2.0	110	197	M5	1285	9.6	6.9
ES Sport	$21,000	L4	2.0	110	197	C	1315	10.3	7.4
LS sedan	$23,500	L4	2.0	110	197	C	1355	10.5	7.4
GSR Sportback	$22,500	L4	2.4	125	226	M5	1370	9.1	8.9
GSR Sportback	$24,000	L4	2.4	125	226	C	1400	9.8	8.7
GSR sedan	$22,500	L4	2.4	125	226	M5	1345	9.1	8.9
GSR sedan	$24,000	L4	2.4	125	226	C	1375	9.8	8.7

ASX

This thing looks better with each facelift and is keenly priced, but its interior is smaller than rivals and it lacks refinement. Feeling old

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ES	$23,490	L4	2.0	110	197	M5	1335	–	7.6
ES	$25,490	L4	2.0	110	197	C	1335	–	7.4
ES ADAS	$26,990	L4	2.0	110	197	C	1335	–	7.4
LS	$27,990	L4	2.0	110	197	C	1365	–	7.4
Exceed	$30,990	L4	2.0	110	197	C	1375	–	7.4



Eclipse Cross

A modern, stylish Mitsubishi with a sharp, up-to-date cabin and plenty of kit across all variants. You don't really need more than ES

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ES	$29,990	L4T	1.5	110	250	C	1490	–	7.3
LS	$31,990	L4T	1.5	110	250	C	1490	–	7.3
Exceed	$36,000	L4T	1.5	110	250	C	1490	–	7.3
Exceed	$38,500	L4T	1.5	110	250	C	1555	–	7.7

Outlander

Clever and compact-ish SUV that squeezes in seven seats (if you avoid PHEV). Facelift is quieter, smoother but infotainment suffers

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ES	$29,290	L4	2.0	110	190	M5	1410	–	7.0
ES	$31,290	L4	2.4	124	220	C	1430	–	6.7
ES ADAS	$32,790	L4	2.4	124	220	C	1430	–	6.7
LS	$33,790	L4	2.4	124	220	C	1430	–	6.7
ES AWD	$33,790	L4	2.4	124	220	C	1500	–	6.7
ES ADAS AWD	$35,290	L4	2.4	124	220	C	1500	–	6.7
LS 4WD	$36,290	L4	2.4	124	220	C	1500	–	6.7
LS AWD DiD	$39,790	L4TD	2.2	110	360	A6	1630	–	6.2
Exceed AWD	$42,290	L4	2.4	124	220	C	1535	–	6.7
Exceed AWD DiD	$45,790	L4TD	2.2	110	360	A6	1630	–	6.2
PHEV ES	$45,990	L4H	2.0	120	332	A1	1810	–	1.7
PHEV Exceed	$53,990	L4H	2.0	120	332	A1	1871	–	1.7

Pajero Sport

Rugged and capable with clever on-demand 4WD system, but it looks like a troll and its old-school chassis compromises road dynamics

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLX	$46,000	L4TD	2.5	133	430	A8	2045	–	8.0
GLS	$49,000	L4TD	2.5	133	430	A8	2060	–	8.0
Exceed	$54,200	L4TD	2.5	133	430	A8	2070	–	8.0

Pajero

A proper off-roader that's also a capable family car, but it is feeling old, ponderous and heavy, with a creaky and noisy diesel

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLX	$53,990	L4TD	3.2	147	441	A5	2263	–	8.6
GLS	$58,990	L4TD	3.2	147	441	A5	2314	–	8.6
Exceed	$65,990	L4TD	3.2	147	441	A5	2335	–	9.2

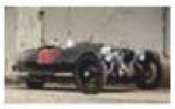
Triton

About to cop a substantial mid-life update that brings a bolder look, more active-safety tech and greater off-road ability. Wait for that

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLX	$32,990	L4TD	2.4	133	450	M6	–	–	7.2
GLX	$35,490	L4TD	2.4	133	450	A5	–	–	7.6
GLX+	$35,990	L4TD	2.4	133	450	M6	–	–	7.2
GLX+	$38,490	L4TD	2.4	133	450	A5	–	–	7.6
GLS	$39,990	L4TD	2.4	133	450	M6	–	–	7.2
GLS	$42,490	L4TD	2.4	133	450	A5	–	–	7.6
Blackline	$43,490	L4TD	2.4	133	450	M6	–	–	7.2
Blackline	$45,990	L4TD	2.4	133	450	A5	–	–	7.6
Exceed	$46,990	L4TD	2.4	133	450	A5	–	–	7.6

Morgan

2 years/100,000km



3 Wheeler

If you're a loveable eccentric with a quirky bent for maiming dozy pedestrians, you can buy no better

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$92,300	V2	2.0	60	140	M5	550	6.0	9.3

Aero 8

Guten Morgan! BMW-sourced mechanicals give fifth-gen Aero 8 savage turn of pace. Styling less Marty Feldman than original

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$270,000	V8	4.8	270	450	M6	1200	–	–

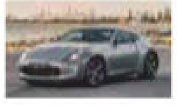
Classic

Strangely appealing despite many obvious shortcomings. Breathtaking Plus 8 is like strapping on an exhumed Scud missile

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
4/4	$89,900	L4	1.6	82	131	M6	868	8.0	6.3
Plus 4	$103,500	L4	2.0	115	201	M6	877	7.5	7.0
Roadster	$139,775	V6	3.7	209	352	M6	950	5.5	9.8
Plus 8	$225,000	V8	4.8	270	490	M6	1100	4.5	12.1
Plus 8	$225,000	V8	4.8	270	490	A6	1100	4.5	12.1

Nissan

3 years/100,000km



370Z

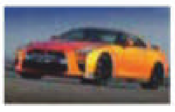
Little has changed in its eleventeen years on sale – the 370Z's still a coarse, hard, loud blast from the rear-drive coupe past. We like it

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$49,990	V6	3.7	245	363	M6	1515	*5.6*	10.6
	$52,490	V6	3.7	245	363	A7	1526	*5.7*	10.4
Nismo	$61,490	V6	3.7	253	371	M6	1528	–	10.6
Nismo	$63,990	V6	3.7	253	371	A7	1538	–	10.4

370Z Roadster

Gains more than 100kg in transition to ragtop, yet trades little entertainment value in quest to put wind between follicles

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$60,990	V6	3.7	245	363	M6	1570	–	11.2
	$63,490	V6	3.7	245	363	A7	1582	–	10.9



GT-R

Manga-styled, twin-turbo V6 coupe with rear-biased AWD a fast blast that delivers supercar pace for Boxster GTS bucks

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Premium	$189,000	V6TT	3.8	419	632	D6	1765	–	11.7
Premium Luxury	$195,000	V6TT	3.8	419	632	D6	1765	–	11.7
Track Edition	$227,000	V6TT	3.8	419	632	D6	1760	–	11.7
Nismo	$299,000	V6TT	3.8	441	652	D6	1739	2.7	11.7

Juke

Baby Nissan crossover runs all the way from practical, value-priced curiosity to Nismo RS's weirdly unfocused no-man's land

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ST	$23,490	L4T	1.2	85	190	M5	1251	–	5.6
Ti-S	$30,190	L4T	1.6	140	240	M6	1308	–	6.0
Ti-S	$33,840	L4T	1.6	140	240	C	1421	–	6.5
Nismo RS	$37,790	L4T	1.6	160	280	M6	1309	–	7.2
Nismo RS	$41,490	L4T	1.6	157	250	C	1451	–	7.3

Qashqai

An attractive, practical and sharp-priced package – what's not to like? Mostly the lack of grunt and firm ride

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ST	$26,490	L4	2.0	106	200	M6	1343	9.9	7.7
ST	$28,990	L4	2.0	106	200	C	1375	10.1	6.9
ST-L	$32,990	L4	2.0	106	200	C	1392	10.1	6.9
Ti	$37,990	L4	2.0	106	200	C	1429	10.1	6.9

X-Trail

It's not the best SUV out there, but it's reliable and Japanese, with seven-seats, handsome styling and keen pricing

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ST	$28,490	L4	2.0	106	200	M6	1464	–	8.2
ST	$30,990	L4	2.5	126	226	C	1497	–	7.9
ST 7-seat	$32,490	L4	2.5	126	226	C	1547	–	8.1
ST 4WD	$32,990	L4	2.5	126	226	C	1553	–	8.3
TS 4WD	$35,590	L4TD	2.0	130	380	C	1656	–	6.0
ST-L	$37,200	L4	2.5	126	226	C	1532	–	7.9
ST-L 7-seat	$38,700	L4	2.5	126	226	C	1573	–	8.1
ST-L 4WD	$39,200	L4	2.5	126	226	C	1588	-	8.3
Ti 4WD	$44,790	L4	2.5	126	226	C	1601	–	8.3
TL 4WD	$47,790	L4TD	2.0	130	380	C	1706	–	6.1

Pathfinder

Big Nissan delivers space, value, V6 grunt and go-most-places ability to make an ideal family wagon-meets-adventure machine

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
ST 2WD	$41,990	V6	3.5	202	340	C	1970	–	9.9
ST 4WD	$45,490	V6	3.5	202	340	C	2034	–	10.1
ST Hybrid 2WD	$44,490	L4SH	2.5	188	330	C	2151	–	8.6
ST-L 2WD	$53,375	V6	3.5	202	340	C	2012	–	9.9
ST-L 4WD	$58,375	V6	3.5	202	340	C	2075	–	10.1
ST-L Hybrid 4WD	$61,375	L4SH	2.5	188	330	C	2176	–	8.7
Ti 2WD	$62,190	V6	3.5	202	340	C	2055	–	9.9
Ti 4WD	$66,190	V6	3.5	202	340	C	2119	–	10.1
Ti Hybrid 4WD	$69,190	L4SH	2.5	188	330	C	2219	–	8.7

Y62 Patrol

Bent-eight's grunt and thirst a match for 2800kg Patrol's size, which all make sense in the wide open spaces of the outback...

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ti	$71,990	V8	5.6	298	560	A7	2815	–	14.4
Ti-L	$88,990	V8	5.6	298	560	A7	2850	–	14.4

Navara

Coil-sprung rear end has been improved; twin-turbo engine strong, but missing final ride and handling polish. Haggle hard if you must

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
RX	$39,990	L4TD	2.3	120	403	M6	1816	–	6.3
RX	$42,990	L4TD	2.3	140	450	A7	1823	–	6.9
SL	$43,990	L4TD	2.3	120	403	M6	1923	–	6.5
SL	$46,490	L4TD	2.3	140	450	A7	1928	–	7.0
ST	$47,190	L4TTD	2.3	140	450	M6	1862	–	6.3
ST	$49,490	L4TTD	2.3	140	450	A7	1865	–	6.8
ST-X	$51,990	L4TTD	2.3	140	450	M6	1917	–	6.3
ST-X	$54,490	L4TTD	2.3	140	450	A7	1921	–	6.8

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway) **ENGINE TYPE:** L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid **SIZE:** Litres **POWER:** Kilowatts **TORQUE:** Newton metres **TRANSMISSION:** M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms **0-100:** km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres/100km

Peugeot

5 years/unlimited

208

Clearly the hilarious and fabulous GTi is the 208 you want, but the three-pot turbo is also a charmer. The driving position is also polarising

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active	$21,990	L3T	1.2	81	205	A6	1070	10.9	4.5
Allure	$24,990	L3T	1.2	81	205	A6	1070	10.9	4.5
GT-Line	$26,990	L3T	1.2	81	205	A6	1070	*11.0*	4.5
GTi	$29,990	L4T	1.6	153	300	M6	1160	6.8	5.4

308

Blessed with terrific dynamics, particularly in the GTi, and handsome style, the big surprise is how much fun the entry 1.2 triple can be

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active	$26,990	L3T	1.2	96	230	A6	1150	10.2	5.0
Allure	$31,990	L3T	1.2	96	230	A6	1150	10.2	5.1
Allure HDi	$35,990	L4TD	2.0	110	370	A6	1310	9.6	4.4
Allure Touring HDi	$37,990	L4TD	2.0	110	370	A6	1420	10.0	4.6
GTi	$45,990	L4T	1.6	200	330	M6	1205	6.0	6.0

508

Not quite as stylish as other Pugs, the 508 is simple and elegant inside with a nice chassis balance, but a far better new one is coming

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Allure HDi	$43,250	L4TD	2.0	120	340	A6	1520	9.2	5.4
Allure HDi Touring	$47,250	L4TD	2.0	120	340	A6	1544	9.5	5.5

2008

With its terrific three-pot engine, supple ride and handling, this is a fun package that only falls down when compared with a newer 3008

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active	$25,490	L3T	1.2	81	205	A6	1188	11.3	4.8
Allure	$29,490	L3T	1.2	81	205	A6	1188	*11.1*	4.8
GT Line	$31,500	L3T	1.2	81	205	A6	1188	11.3	4.8

3008

Built on excellent 308 underpinnings, this is a proper SUV and a gallic alternative to more common CX-5 fare. Plenty of cabin flair, too

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Active	$36,990	L4T	1.6	121	240	A6	1371	9.9	7.0
Allure	$39,490	L4T	1.6	121	240	A6	1371	9.9	7.0
GT-Line	$43,490	L4T	1.6	121	240	A6	1371	9.9	7.0
GT	$49,490	L4TD	2.0	133	400	A6	1433	8.9	4.8

5008

Brings French style and joie de drive to the mid-size SUV. Far better than previous gen, but ride still firm. GT is the value bet

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Allure	$42,990	L4T	1.6	121	240	A6	1473	10.5	7.0
GT-Line	$46,990	L4T	1.6	121	240	A6	1473	*10.0*	7.0
GT	$52,990	L4TD	2.0	133	400	A6	1575	*9.5*	4.8

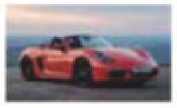
Porsche

3 years/unlimited

718 Cayman

Once invincible, now rivals are queuing up to take a pop. Turbo motors do lack musicality but that torque, that steering. Damn

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$114,900	F4T	2.0	220	380	M6	1335	5.1	7.4
	$117,132	F4T	2.0	220	380	D7	1365	4.9	6.9
S	$145,100	F4T	2.5	257	420	M6	1355	4.6	8.1
S	$150,090	F4T	2.5	257	420	D7	1385	*4.3*	*10.6*
GTS	$172,700	F4T	2.5	269	420	M6	1375	4.6	9.0
GTS	$178,680	F4T	2.5	269	430	D7	1405	4.3	8.2



718 Boxster

Entry level 2.0-litre offers all you really need. Still a class act but more mature 718 has lost some of its youthful zest

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$117,700	F4T	2.0	220	380	M6	1335	5.1	7.4
	$119,932	F4T	2.0	220	380	D7	1365	4.9	6.9
S	$147,900	F4T	2.5	257	420	M6	1355	4.6	8.1
S	$152,890	F4T	2.5	257	420	D7	1385	4.4	7.3
GTS	$175,500	F4T	2.5	269	420	M6	1375	4.6	9.0
GTS	$181,480	F4T	2.5	269	430	D7	1405	4.3	8.2

911

Sheer genius. Atmo GT3 is one for the ages. Aside from a 992 pre-order, the light and lovely Carrera T may just be the smartest decision

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Carrera	$220,500	F6TT	3.0	272	450	M7	1430	4.6	8.3
Carrera	$226,450	F6TT	3.0	272	450	D7	1450	4.4	7.4
Carrera T	$238,000	F6TT	3.0	272	450	M7	1425	4.5	9.5
Carrera T	$244,670	F6TT	3.0	272	450	D7	1445	4.2	8.5
Carrera S	$255,600	F6TT	3.0	309	500	M7	1440	4.3	8.7
Carrera S	$261,550	F6TT	3.0	309	500	D7	1460	4.1	7.7
Carrera GTS	$282,000	F6TT	3.0	331	550	M7	1450	4.1	9.4
Carrera GTS	$289,390	F6TT	3.0	331	550	D7	1470	*3.4*	*10.9*
Carrera Cabriolet	$242,000	F6TT	3.0	272	450	M7	1500	4.8	8.5
Carrera Cabriolet	$247,950	F6TT	3.0	272	450	D7	1520	4.6	7.5
Carrera S Cabriolet	$277,100	F6TT	3.0	309	500	M7	1510	4.5	8.8
Carrera S Cabriolet	$283,050	F6TT	3.0	309	500	D7	1530	4.3	7.8
Carrera GTS Cab	$303,500	F6TT	3.0	331	550	M7	1520	4.2	9.4
Carrera GTS Cab	$310,890	F6TT	3.0	331	550	D7	1540	3.8	8.4
Carrera 4	$236,600	F6TT	3.0	272	450	M7	1480	4.5	8.7
Carrera 4	$242,550	F6TT	3.0	272	450	D7	1500	4.3	7.7
Carrera 4S	$271,700	F6TT	3.0	309	500	M7	1490	4.2	8.9
Carrera 4S	$277,650	F6TT	3.0	309	500	D7	1510	4.0	7.9
Carrera 4 GTS	$298,200	F6TT	3.0	331	550	M7	1495	4.0	9.5
Carrera 4 GTS	$305,590	F6TT	3.0	331	550	D7	1515	3.6	8.5
Carrera 4 Cabriolet	$258,100	F6TT	3.0	272	450	M7	1550	4.7	8.9
Carrera 4 Cabriolet	$264,050	F6TT	3.0	272	450	D7	1570	4.5	7.9
Carrera 4 Cabriolet	$293,200	F6TT	3.0	309	500	M7	1560	4.4	9.0
Carrera 4 Cabriolet	$299,150	F6TT	3.0	309	500	D7	1580	4.2	8.0
Carrera 4 GTS Cab	$319,700	F6TT	3.0	331	550	M7	1565	4.1	9.7
Carrera 4 GTS Cab	$327,090	F6TT	3.0	331	550	D7	1585	3.7	8.7
Targa 4	$258,100	F6TT	3.0	272	450	M7	1570	4.7	8.9
Targa 4	$264,050	F6TT	3.0	272	450	D7	1590	4.5	7.9
Targa 4S	$293,200	F6TT	3.0	309	500	M7	1580	4.4	9.0
Targa 4S	$299,150	F6TT	3.0	309	500	D7	1600	4.2	8.0
Targa 4 GTS	$319,700	F6TT	3.0	331	550	M7	1585	4.1	9.7
Targa 4 GTS	$327,090	F6TT	3.0	331	550	D7	1605	*3.4*	8.7
GT3	$326,400	F6	4.0	368	460	M6	1488	3.9	12.9
GT3	$326,400	F6	4.0	368	460	D7	1505	3.4	12.7
GT3 RS	$416,100	F6	4.0	383	460	D7	1430	3.2	12.8
Turbo	$389,600	F6TT	3.8	397	710	D7	1595	3.0	9.1
Turbo S	$461,200	F6TT	3.8	427	750	D7	1600	2.9	9.1
Turbo Cabriolet	$411,100	F6TT	3.8	397	710	D7	1665	3.1	9.3
Turbo S Cabriolet	$482,700	F6TT	3.8	427	750	D7	1670	3.0	9.3
GT2 RS	$645,000	F6TT	3.8	515	750	D7	1470	2.8	11.8

Panamera

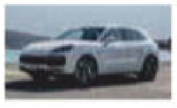
Big and clever. Pornographically extruded Sport Turismo is brash but curiously covetable. All are truly gorgeous inside

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$214,800	V6T	3.0	243	450	D8	1815	5.5	7.6
4	$224,800	V6T	3.0	243	450	D8	1850	5.3	7.8
4 Sport Turismo	$232,100	V6T	3.0	243	450	D8	1880	5.3	7.8
4 E-Hybrid	$248,500	V6TTH	2.9	340	700	D8	2170	4.6	2.5
4 E-Hybrid S'Turismo	$255,800	V6TTH	2.9	340	700	D8	2200	4.6	2.5
4S	$310,100	V6TT	2.9	324	550	D8	1870	4.2	8.2
4S Sport Turismo	$317,400	V6TT	2.9	324	550	D8	1900	4.2	8.2
Turbo	$384,100	V8TT	4.0	404	770	D8	1995	3.6	9.4
Turbo Sport Turismo	$390,300	V8TT	4.0	404	770	D8	2025	3.6	9.4
Turbo S E-Hybrid	$460,100	V8TTH	4.0	500	850	D8	2310	3.4	2.9
Turbo S E-Hybrid ST	$466,400	V8TTH	4.0	500	850	D8	2340	3.4	2.9

Macan

Facelift can't come quick enough to Aussie market as talented Macan is feeling a bit creaky. New one is shipping now

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$89,710	L4T	2.0	185	370	D7	1770	6.5	7.4
S	$95,500	V6TT	3.0	250	460	D7	1865	5.4	9.0
GTS	$113,300	V6TT	3.0	265	500	D7	1895	5.0	9.2
Turbo	$133,100	V6TT	3.6	294	550	D7	1925	4.8	9.2



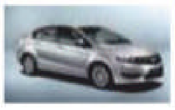
Cayenne

The reason why Porsche is an SUV company with a side line in sports cars. Brilliantly executed, but no seven-seat option

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$115,900	V6T	3.0	250	450	A8	1985	6.2	9.0
E-Hybrid	$135,600	V6TH	3.0	340	700	A8		5.0	3.4
S	$154,700	V6TT	2.9	324	550	A8	2020	5.2	9.2
Turbo	$239,000	V8TT	4.0	404	770	A8	2175	4.1	11.7

Proton

5yr/150,000km / proton.com.au



Preve

The Higgs Boson of cars: we acknowledge that it exists but you've probably never seen one. Lotus-tuned suspension means it rides well

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GX	$15,490	L4	1.6	80	150	M5	1305	12.0	7.2
GX	$17,990	L4	1.6	80	150	C	1325	12.5	7.4
GXR	$22,990	L4T	1.6	103	205	C	1356	9.6	8.6

Suprima 5

We've heard rumour of crazy run-out deals on these fairly handsome contrivances. Needs to get a lot crazier before we'd be tempted

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GX	$17,990*	L4T	1.6	103	205	C	1355	9.9	8.8
GXR	$20,990*	L4T	1.6	103	205	C	1370	9.9	8.8

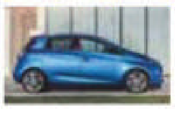
Exora

Australia's cheapest seven-seater isn't badly equipped but would you shoehorn your spawn into a 4-star ANCAP car?

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GX	$25,990*	L4T	1.6	103	205	C	1475	–	8.2
GXR	$27,990*	L4T	1.6	103	205	C	1485	–	8.2

Renault

5 years/unlimited



Zoe

Slow-to-charge urban appliance which feels a bit low-rent inside, and is pitched at the price of a top-spec hot hatch. Tough sell

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Life	$47,490	E	–	68	220	A1	1480	14.5	0.0
Intens	$49,490	E	–	68	220	A1	1480	13.5	0.0

Clio

Stylish and dynamic even in characterful base triple form. Renaultsport versions are ball-tearers. Pretty as a picture, too

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Life	$16,990	L3T	0.9	66	135	M5	1019	12.2	4.5
Life	$18,990	L4T	1.2	88	190	D6	1019	9.4	5.2
Zen	$20,990	L4T	1.2	88	190	D6	1104	9.4	5.2
Intens	$23,490	L4T	1.2	88	190	D6	1104	9.4	5.2
GT-Line	$23,490	L4T	1.2	88	190	D6	1120	9.4	5.2
RS200 Sport	$30,990	L4T	1.6	147	260	D6	1218	6.7	6.3
RS200 Cup	$32,490	L4T	1.6	147	260	D6	1218	6.7	6.3

Megane

Broad appeal with flair, from Zen wagon to warm GT and searing RS280 hot hatch, but cabin finish and refinement could step up

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Zen hatch	$27,990	L4T	1.2	97	205	D7	1265	*9.5*	5.6
Zen sedan	$28,490	L4T	1.2	97	205	D7	1321	–	6.1
Zen wagon	$29,990	L4T	1.2	97	205	D7	1337	–	6.2
Intens sedan	$33,990	L4T	1.2	97	205	D7	1321	–	6.1
GT-Line hatch	$32,990	L4T	1.2	97	205	D7	1265	10.3	5.6
GT-Line wagon	$33,990	L4T	1.2	97	205	D7	1337	–	5.6
GT hatch	$38,990	L4T	1.6	151	280	D7	1392	7.1	6.0
GT wagon	$39,990	L4T	1.6	151	280	D7	1430	–	6.0
RS 280	$44,990	L4T	1.8	205	390	M6	1450	5.8	7.5
RS 280	$47,490	L4T	1.8	205	390	D6	1450	5.8	7.5

Captur

Sliding rear seat helps make this one of the roomy exceptions in the squeezy baby SUV class, and Captur is stylish and refined too

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Zen	$21,990	L3T	0.9	66	135	M5	1134	13.0	4.9
Zen	$24,990	L4T	1.2	88	190	D6	1215	10.9	5.4
Intens	$28,990	L4T	1.2	88	190	D6	1215	*11.1*	5.4
S	$30,490	L4T	1.3	110	250	D6	1278	–	5.4

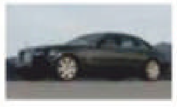
Koleos

Space and appeal on face value, but there's little dynamic depth or polish here, or much in the way of French charm. Or residual value

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Life	$30,990	L4	2.5	126	226	C	1552	–	8.1
Zen 4x2	$35,490	L4	2.5	126	226	C	1611	9.5	8.1
S-Edition	$43.990	L4	2.5	126	226	C	1611	9.5	8.1
Intens	$45,990	L4	2.5	126	226	C	1608	9.8	8.3
Intens Diesel	$47,490	L4TD	2.0	130	380	C	–	–	6.1
Initiale	$45,490	L4	2.5	126	226	C	1608	9.8	8.3

Rolls -Royce

4 years/unlimited



Ghost

Touches of BMW 7 Series tech do little to reduce the wonder of this majestic V12 monster. Suicide doors are a joy to use

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$595,000	V12TT	6.6	420	780	A8	2360	4.9	13.6
EWB	$675,000	V12TT	6.6	420	780	A8	–	–	13.7
Black Badge	$695,000	V12TT	6.6	450	840	A8	–	4.8	14.6

Wraith

Effortless power, presence and rarity, but massive dimensions and 2.4-tonne weight take the edge off dynamic credentials

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$645,000	V12TT	6.6	465	800	A8	2360	4.6	14.0
Black Badge	$745,000	V12TT	6.6	465	870	A8	–	4.5	

Dawn

Feels like an actual land yacht, but less likely to sink. Vision challenging with roof up, so just drive it on sunny days. A majestic land cruiser.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$749,000	V12TT	6.6	420	820	A8	2560	4.9	14.2

Phantom

Go on, have some artworks installed in the dash, indulge yourself. You've obviously got too much money. Twin-turbo V12 a highlight

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$855,000	V12TT	6.5	420	900	A8	2560	5.3	13.9
EWB	$990,000	V12TT	6.5	420	900	A8	2610	5.4	13.9

SsangYong

3yr/150,000km

Tivoli

Small, underdone and outdated before it even arrived in Oz. Look for the thoroughly face-lifted version coming soon.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
EX	$23,490*	L4T	1.6	94	160	M6	1230	–	–
EX	$25,490*	L4T	1.6	94	160	A6	1300	–	–
ELX	$27,490*	L4T	1.6	94	160	M6	1300	–	–
ELX	$29,990*	L4TD	1.6	85	300	A6	1390	–	–
Ultimate	$33,990*	L4TD	1.6	85	300	A6	1480	–	–
XLV ELX	$31,990*	L4TD	1.6	85	300	A6	–	–	–
XLV Ultimate	$34,990*	L4TD	1.6	85	300	A6	–	–	–

Rexton

Suprisingly competent take on the 4x4 wagon. Handsome interior, inoffensive exterior and keen pricing means they should shift a few

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
EX	$39,990*	L4TD	2.2	133	420	A7	2095	–	–
ELX	$46,990*	L4TD	2.2	133	420	A7	2230	–	–
Ultimate	$52,990*	L4TD	2.2	133	420	A7	2230	–	–

Skoda

5 years/unlimited

Fabia

Packed with personality, practicality too if you're wise enough to choose a wagon, but does feel outclassed by new-gen VW Polo

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
70TSI	$16,890	L3T	1.0	70	160	M5	1043	10.6	4.5
70TSI wagon	$18,040	L3T	1.0	70	160	M5	1107	10.8	4.5
81TSI	$19,890	L3T	1.0	81	200	D7	1097	9.8	4.7
81TSI wagon	$21,040	L3T	1.0	81	200	D7	1161	9.9	4.7
81TSI Monte Carlo	$23,990	L3T	1.0	81	200	D7	1097	*10.5*	4.7
81TSI M' Carlo wgn	$25,140	L3T	1.0	81	200	D7	1087	9.4	4.7

Rapid Spaceback

A sniff of old-school tech and a drab, budget interior only slightly spoil this clever rework of the Polo platform. A lot of car for the money

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
92TSI	$23,990	L4T	1.4	92	200	D7	1210	9.4	6.0

Octavia

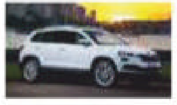
Enormous luggage capacity, eager and efficient engines and value for money make you wonder why you'd choose VW. Oh. Resale

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
110TSI sedan	$23,890	L4T	2.0	110	250	M6	1219	8.1	5.4
110TSI wagon	$25,390	L4T	2.0	110	250	M6	1251	8.2	5.2
110TSI sedan	$26,390	L4T	2.0	110	250	D7	1234	8.1	6.4
110TSI wagon	$27,890	L4T	2.0	110	250	D7	1266	8.2	6.4
110TSI Sport	$30,390	L4T	2.0	110	250	D7	1234	8.3	6.4
110TSI Sport wagon	$31,890	L4T	2.0	110	250	D7	1266	8.3	6.4
RS sedan	$39,990	L4T	2.0	180	370	D7	1391	6.6	6.4
RS245 sedan	$45,490	L4T	2.0	180	370	D7	1391	6.6	6.4
RS wagon	$41, 490	L4T	2.0	180	370	D7	1458	6.6	6.4
RS245 wagon	$46,990	L4T	2.0	180	370	D7	1462	6.6	6.4

Superb

Not quite as poised as a Passat but Superb has more personality, impressive space and quality feel. AWD models are the pick

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
162TSI	$40,690	L4T	2.0	162	350	A6	1463	*6.6*	6.4
162TSI wagon	$42,390	L4T	2.0	162	350	A6	1490	7.1	6.4
140TDI	$44,690	L4TD	2.0	140	400	A6	1513	7.7	4.8
140TDI wagon	$46,390	L4TD	2.0	140	400	A6	1540	7.8	4.8
206TSI 4x4	$51,790	L4T	2.0	206	350	A6	1573	5.8	7.3
206TSI 4x4 wagon	$53,490	L4T	2.0	206	350	A6	1600	5.8	7.3
Sportline	$56,790	L4T	2.0	206	350	A6	1600	*5.4*	7.3
Sportline wagon	$58,490	L4T	2.0	206	350	A6	1600	5.8	7.3



Karoq

Not quite as quirky-cool as the Yeti it replaces, the Karoq still tempts on price and has plenty of handy features, and space. Go the manual

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
110TSI	$29,990	L4T	1.5	110	250	M6	1303	8.4	5.7
110TSI	$32,290	L4T	1.5	110	250	D7	1318	8.6	5.8

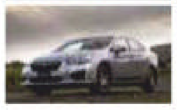
Kodiaq

Skoda wins the space race again, with plenty of comfort and surprise and delight features as well, but value equation appeals the most

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
132TSI 4x4	$42,990	L4T	2.0	132	320	D7	1677	*8.8*	7.6
132TSI 4x4 Sportline	$46,990	L4T	2.0	132	320	D7	1677	8.2	7.6
140TDI 4x4	$48,990	L4TD	2.0	140	400	D7	1761	8.6	5.9
140TDI 4x4 Sportline	$52,990	L4TD	2.0	140	400	D7	1761	*8.5*	5.9

Subaru

5 years/unlimited



Impreza

Interior, refinement, ride and handling all polished, but the flat-four is light-on for grunt and base 2.0i misses out on safety kit

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0i sedan	$22,690	F4	2.0	115	196	C	1386	10.1	-
2.0i hatch	$22,890	F4	2.0	115	196	C	1399	10.1	6.6
2.0i-L sedan	$24,790	F4	2.0	115	196	C	1409	10.1	6.6
2.0i-L hatch	$24,990	F4	2.0	115	196	C	1421	10.1	6.6
2.0i Premium sedan	$26,590	F4	2.0	115	196	C	1409	10.1	6.6
2.0i Premium hatch	$26,790	F4	2.0	115	196	C	1421	10.1	6.6
2.0i-S sedan	$29,540	F4	2.0	115	196	C	1433	10.1	7.2
2.0i-S hatch	$29,740	F4	2.0	115	196	C	1438	10.1	7.2

XV

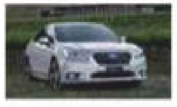
Impreza in lycra comes in cool colours with a bit more ground clearance but also a bit less chassis polish than its sibling

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.0i	$28,280	F4	2.0	115	196	C	1420	10.7	7.5
2.0i-L	$30,640	F4	2.0	115	196	C	1435	*9.7*	7.5
2.0i Premium	$32,440	F4	2.0	115	196	C	1440	10.7	7.5
2.0i-S	$35,540	F4	2.0	115	196	C	1445	10.7	7.5

WRX

Iconic Rex brings pace, traction, handling, practicality and value as ever, but it's a bit rough round the edges compared with a GTI

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$39,340	F4T	2.0	197	350	M6	1469	6.0	9.2
	$42,340	F4T	2.0	197	350	C	1527	6.3	8.6
Premium	$45,740	F4T	2.0	197	350	M6	1504	6.0	9.2
Premium	$48,940	F4T	2.0	197	350	C	1562	6.3	8.6
STi	$50,990	F4T	2.5	221	407	M6	1525	4.9	10.4
STi Premium	$55,740	F4T	2.5	221	407	M6	1537	*5.3*	10.4
STI spec. R	$57,790	F4T	2.5	221	407	M6	1537	4.9	10.4



Liberty

Sensible Subie looks and feels classy and is a solid and refined drive but it falls short of the nameplate's historical dynamic appeal

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.5i	$30,240	F4	2.5	129	235	C	1542	9.6	7.3
2.5i Premium	$36,640	F4	2.5	129	235	C	1568	*9.2*	7.3
3.6R Premium	$43,140	F6	3.6	191	350	C	1645	*7.3*	9.9

Outback

Liberty-wagon appeal and practicality with a light off-roading slant, the Outback is a better bet than its sedan sibling in every spec

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.5i	$36,240	F4	2.5	129	235	C	1597	10.2	7.3
2.5i Premium	$42,640	F4	2.5	129	235	C	1628	10.2	7.3
2.0D	$38,740	F4TD	2.0	110	350	C	1685	9.9	6.3
2.0D Premium	$45,640	F4TD	2.0	110	350	C	1724	*9.9*	6.3
3.6R Premium	$49,140	F6	3.6	191	350	C	1702	7.6	9.9

Levorg

Levorg seems to have it all – sharp price (in low grades), practical wagon body and turbo boxer pace. But CVT and dull dynamics...

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
1.6 GT	$36,090	F4T	1.6	125	250	C	1579	8.9	7.4
1.6 GT Premium	$42,990	F4T	1.6	125	250	C	1620	8.9	7.4
2.0 GT-S	$49,240	F4T	2.0	197	350	C	1631	6.6	8.7
2.0 STI Sport	$52,090	F4T	2.0	197	350	C	1631	6.6	8.7

BRZ

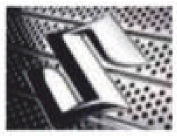
Toyota 86 co-development boasts the same slick steering, fine RWD balance and acceptable engine, with a dab less oversteer

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$34,990	F4	2.0	147	205	M6	1282	7.8	9.0
	$36,280	F4	2.0	147	205	A6	1304	8.2	7.1
Premium	$35,790	F4	2.0	147	205	M6	1282	7.6	7.8
Premium	$37,790	F4	2.0	147	205	A6	1304	8.2	7.1
tS	$40,194	F4	2.0	147	205	M6	1295	7.6	7.8
tS	$42,194	F4	2.0	147	205	A6	1317	8.2	7.1

Forester

Space, refinement, value, practicality and driver appeal, with decent flat-four and CVT auto combo. Still looks a little boxy.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
2.5i	$33,490	F4	2.5	136	239	C	1563	–	7.4
2.5i-L	$35,490	F4	2.5	136	239	C	1565	–	7.4
2.5i- Premium	$38,490	F4	2.5	136	239	C	1586	–	7.4
2.5i-S	$41,490	F4	2.5	136	239	C	1617	–	7.4



Suzuki

3 years/100,000km

Swift

Appealing and effervescent tot. Interior well equipped, if a little chintzy. Sport well worth the added outlay. You can thank us later

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GL Navigator	$16,990	L4	1.2	66	120	M5	870	–	4.6
GL Navigator	$17,990	L4	1.2	66	120	C	900	–	4.8
GL Navigator safety	$18,990	L4	1.2	66	120	C	900	–	4.8
GLX Turbo	$22,990	L3T	1.0	82	160	A6	915	*10.2*	5.1
Sport	$25,490	L4T	1.4	103	230	M6	970	7.2	6.1
Sport	$27,490	L4T	1.4	103	230	A6	990	–	6.1

Baleno

Doesn't offer too much to convince us that a Swift isn't a far better idea. Better than you'd think but that's not saying much

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GL	$15,990	L4	1.4	68	130	M5	–	–	5.1
GL	$16,990	L4	1.4	68	130	A4	–	–	5.4
GLX Turbo	$21,990	L3T	1.0	82	160	A6	–	–	5.2

S-Cross

Cut-down range seems to have only delivered Australia the S-Cross cast-offs. No AWD, no Android Auto, no manual = no interest

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Turbo	$27,990	L4T	1.4	103	220	A6	1170	*8.5*	5.9
Turbo Prestige	$29,490	L4T	1.4	103	220	A6	1170	–	5.9

New

JIMNY

Cult hero reborn

Forget Lamborghini and McLaren, because Suzuki has the most interesting new car of the year if public reaction is any guide. The reborn Jimny lives up to the hype, with a utilitarian, ultra-compact, and most importantly affordable, approach to off-roading. Looks like a G-Wagen put through a hot wash, which is fine by us.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$23,990	L4	1.5	75	130	M5	1075	–	6.4
	$25,990	L4	1.5	75	130	A4	1090	–	6.9

Ignis

Delightful baby SUV marred by the lack of a 1.0-litre turbo triple. Pricing is sharp, steering a little less so. A hit and miss affair, then

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GL	$15,990	L4	1.2	66	120	M5	820	–	4.7
GL	$16,990	L4	1.2	66	120	C	865	–	4.9
GLX	$18,990	L4	1.2	66	120	C	865	–	4.9

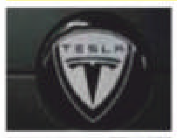
New

VITARA

Series II ups the value

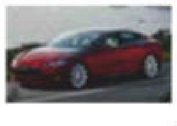
Suzuki has updated its Vitara small SUV, adding much-needed safety improvements, along with ugraded interior quality and tweaked styling. Pricing has jumped nominally to match, and the diesel engine has gone walkabout. No other mechanical changes, with Suzuki hoping improved standard equipment will bring in new buyers.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$22,490	L4	1.6	86	156	M5	1075	–	5.8
	$24,490	L4	1.6	86	156	A6	1120	–	6.0
Turbo	$29,990	L4T	1.4	103	220	A6	1160	–	5.9
Turbo AWD	$33,990	L4T	1.4	103	220	A6	1235	*8.3*	6.2



Tesla

8 years/unlimited



Model S

Surprisingly exciting to drive, much-lauded game-changer with mega-tablet centre stack. Tesla's charging network a major asset

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
75D	$112,050	E	–	245	525	A1	–	5.4	0.0
100D	$139,500	E	–	311	660	A1	–	4.4	0.0
P100D	$196,200	E	–	–	–	A1	–	2.7	0.0

Model X

Falcon Wing doors an expensive gimmick, but the ungainly Model X is always an event. More real-world utility than you might expect

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
75D	$119,000	E	–	241	525	A1	–	6.2	0.0
100D	$142,900	E	–	–	–	A1	–	5.0	0.0
P100D	$203,600	E	–	310	830	A1	–	3.1	0.0

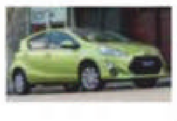
Toyota

5 years/unlimited km

Yaris

Fundamentally not a benchmark light hatch, unless you're talking reliability and low cost of ownership. But nameplate brings some trust

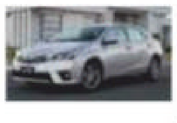
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ascent	$15,390	L4	1.3	63	120	M5	1025	–	5.8
Ascent	$16,920	L4	1.3	63	120	A4	1035	*13.7*	6.4
SX	$18,080	L4	1.5	80	141	M5	1045	–	5.9
SX	$19,610	L4	1.5	80	141	A4	1055	–	6.4
ZR	$22,670	L4	1.5	80	141	A4	1055	–	6.4



Prius C

Overlook the cheapo feel and dull dynamics and it's an economical non-diesel light hatch. Low expectations: the secret to a happy life

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$24,040	L4H	1.5	74	169	C	1120	–	3.9
i-Tech	$26,540	L4H	1.5	74	169	C	1140	–	3.9



Corolla Sedan

Corolla sedan soldiers on alongside the night-and-day better new hatch. Plenty of space for your buck, but wait for the new one

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ascent	$21,240	L4	1.8	103	173	M6	1260	–	6.8
Ascent	$23,490	L4	1.8	103	173	C	1280	–	6.4
SX	$23,820	L4	1.8	103	173	M6	1280	–	6.8
SX	$26,070	L4	1.8	103	173	C	1285	–	6.4
ZR	$31,920	L4	1.8	103	173	C	1295	–	6.4

Corolla Hatch

TNGA platform serves up a Corolla that rides and handles! Safety kit and ZR-spec cabin class are pluses, but rear seat and boot tight

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ascent Sport	$22,870	L4	2.0	125	200	M6	1320	–	6.3
Ascent Sport	$24,370	L4	2.0	125	200	C	1340	–	6.0
Ascent Sport hybrid	$25,870	L4H	1.8	90	142	C	1360	–	4.2
SX	$26,870	L4	2.0	125	200	C	1360	–	6.0
SX Hybrid	$28,370	L4H	1.8	90	142	C	1360	–	4.2
ZR	$30,370	L4	2.0	125	200	C	1360	–	6.0
ZR Hybrid	$31,870	L4H	1.8	90	142	C	1360	–	4.2

Camry

Dynamics and looks join performance, value and dependability in a Japanese-built Camry that's at its best in Hybrid Ascent or SL form

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Ascent	$27,790	L4	2.5	133	231	A6	1490	–	7.8
Ascent Sport	$30,090	L4	2.5	133	231	A6	1505	–	7.8
Ascent Hybrid	$30.090	L4H	2.5	160	423	C	1580	–	4.2
Asc. Sport Hybrid	$32,090	L4H	2.5	160	423	C	1580	–	4.2
SX	$33,390	L4	2.5	135	235	A6	1530	–	8.3
SX V6	$37,390	V6	3.5	224	362	A8	1595	–	8.9
SL	$40,090	L4	2.5	151	270	A6	1560	–	8.3
SL Hybrid	$41,090	L4H	2.5	160	423	C	1635	–	4.5
SL V6	$44,090	V6	3.5	224	362	A8	1625	–	8.7

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway) **ENGINE TYPE:** L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid **SIZE:** Litres **POWER:** Kilowatts **TORQUE:** Newton metres **TRANSMISSION:** M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms **0-100:** km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres/100km

Prius Hatch

No longer dull – okay to drive, with expected frugality, surprising cabin polish, and rear headroom compromised by teardrop profile

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$36,440	L4H	1.8	90	142	C	1375	–	3.4
i-Tech	$43,900	L4H	1.8	90	142	C	1400	–	3.4

Prius V

The base makes most sense when Prius V is all about maximum seats, minimum fuel use and Toyota low running costs, not enjoyment

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$37,590	L4H	1.8	100	142	C	1505	–	4.4
i-Tech	$45,380	L4H	1.8	100	142	C	1570	–	4.4

86

Pure rear-drive dynamics, superb steering and a taste for oversteer. Go the manual for involvement (and the full 152kW)

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GT	$31,440	F4	2.0	152	212	M6	1234	7.4	8.4
GT	$33,740	F4	2.0	147	205	A6	1257	8.2	7.1
GTS	$36,640	F4	2.0	152	212	M6	1252	7.4	8.4
GTS	$38,940	F4	2.0	147	205	A6	1272	8.2	7.1

Tarago

Not the ground-breaker it once was but Tarago is still a solid family bus that offers plenty of killer wasps in V6 form

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GLi	$45,490	L4	2.4	125	224	C	1795	–	8.9
GLX	$47,990	L4	2.4	125	224	C	1795	–	8.9
GLi	$50,490	V6	3.5	202	340	A6	1870	–	10.2
GLX	$55,990	V6	3.5	202	340	A6	1870	–	10.3
Ultima	$65,261	V6	3.5	202	340	A6	1930	–	10.3

C-HR

Bold design with capable dynamics and solid equipment make the C-HR a fine small SUV but 1.2 feeble and it's claustrophobic in the back

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$26,990	L4T	1.2	85	185	M6	1375	–	6.3
	$28,990	L4T	1.2	85	185	C	1385	*11.3*	6.4
	$30,990	L4T	1.2	85	185	C	1460	–	6.5
Koba	$33,290	L4T	1.2	85	185	C	1385	*10.9*	6.4
Koba	$35,290	L4T	1.2	85	185	C	1460	–	6.5

RAV4

Middle of the road SUV brings space and versatility but there's huge choice in this class, and an all-new RAV4 is imminent

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GX 2WD	$29,450	L4	2.0	107	187	M6	1465	–	7.7
GX 2WD	$31,490	L4	2.0	107	187	C	1500	–	7.0
GXL 2WD	$35,490	L4	2.0	107	187	C	1510	–	7.0
GX	$34,490	L4	2.5	132	233	A6	1590	–	8.5
GX	$39,060	L4TD	2.2	110	340	M6	1620	–	5.7
GX	$41,100	L4TD	2.2	110	340	A6	1630	–	6.7
GXL	$38,490	L4	2.5	132	233	A6	1590	11.5	*10.4*
GXL	$45,125	L4TD	2.2	110	340	A6	1630	–	6.7
Cruiser	$44,490	L4	2.5	132	233	A6	1600	–	8.5
Cruiser	$50,500	L4TD	2.2	110	340	A6	1635	–	6.7

Kluger

Strong (if thirsty) engine, practicality, space and standard seven seats appeal, as long as you don't want a diesel or a flash cabin

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GX	$44,500	V6	3.5	218	350	A8	1980	8.1	9.1
GX	$48,500	V6	3.5	218	350	A8	2045	8.5	9.5
GXL	$54,950	V6	3.5	218	350	A8	1980	8.1	9.1
GXL	$58,950	V6	3.5	218	350	A8	2045	8.5	9.5
Grande	$65,519	V6	3.5	218	350	A8	2025	8.1	9.3
Grande	$69,246	V6	3.5	218	350	A8	2100	8.5	9.5

Fortuner

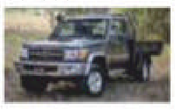
All the rugged, off-roading strengths of its Hilux basis, as well as the vague steering, choppy ride and sluggish six-speed auto

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GX	$44,590	L4TD	2.8	130	450	A6	2110	–	8.6
GXL	$49,490	L4TD	2.8	130	450	A6	2105	–	8.6
Crusader	$56,990	L4TD	2.8	130	450	A6	2135	–	8.6

Prado

Genuine off-road ability, turbo-diesel torque and Toyota dependability... yep, there's plenty to like about Prado, just not on the school run

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GX	$53,490	L4TD	2.8	130	420	M6	2230	–	7.9
GX	$56,490	L4TD	2.8	130	450	A6	2240	–	8.0
GXL	$59,990	L4TD	2.8	130	420	M6	2315	–	7.9
GXL	$62,990	L4TD	2.8	130	450	A6	2325	–	8.0
VX	$73,619	L4TD	2.8	130	450	A6	2385	–	8.0
Kakadu	$84,119	L4TD	2.8	130	450	A6	2455	–	8.0



LandCruiser 70

Huge bush-bashing capability and monster turbo-diesel V8 make LC 70 a likeable 4wd, but you've gotta get right outta town...

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
WorkMate	$65,240	V8TD	4.5	151	430	M5	2295	–	10.7
GXL	$69,240	V8TD	4.5	151	430	M5	2295	–	10.7

LandCruiser

Touring comfort and go-anywhere ability make the LandCruiser a fine machine in which to see this wide, brown land

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
GX	$77,890	V8TTD	4.5	200	650	A6	2635	–	9.5
GXL	$83,200	V8	4.6	227	439	A6	2585	–	13.4
GXL	$88,300	V8TTD	4.5	200	650	A6	2630	–	9.5
VX	$93,410	V8	4.6	227	439	A6	2640	–	13.4
VX	$98,510	V8TTD	4.5	200	650	A6	2705	–	9.5
Sahara	$114,830	V8	4.6	227	439	A6	2640	–	13.4
Sahara	$119,930	V8TTD	4.5	200	650	A6	2705	–	9.5

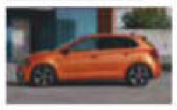
Hilux

Hilux is the most popular vehicle in the country, but lack of engine refinement, stiff ride and arm-roll interior tempers our enthusiasm

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
Workmate	$43,990	L4TD	2.8	130	420	M6	2045	–	7.8
Workmate	$45,990	L4TD	2.8	130	450	A6	2045	–	8.6
SR	$46,640	L4TD	2.8	130	420	M6	2080	–	8.1
SR	$48,640	L4TD	2.8	130	450	A6	2080	–	9.0
SR5	$54,440	L4TD	2.8	130	420	M6	2075	–	7.7
SR5	$56,440	L4TD	2.8	130	450	A6	2075	–	8.4
Rugged	$54,990	L4TD	2.8	130	450	M6	2238	–	7.8
Rugged	$56,990	L4TD	2.8	130	450	A6	2238	–	8.5
Rugged X	$61,690	L4TD	2.8	130	450	M6	2252	–	7.8
Rugged X	$63,690	L4TD	2.8	130	450	A6	2252	–	8.5
Rogue	$61,690	L4TD	2.8	130	450	A6	2174	–	8.4

Volkswagen

3 years/unlimited



Polo

The best small hatch bar none. 85TSI our choice. Beats model brings welcome pop of colour. GTI is a B-road bullet. We approve

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
70TSI Trendline	$17,990	L3T	1.0	70	175	M5	1111	10.8	4.8
70TSI Trendline	$20,490	L3T	1.0	70	175	D7	1147	10.8	5.0
85TSI Comfortline	$19,490	L3T	1.0	85	200	M6	1116	9.5	5.1
85TSI Comfortline	$21,990	L3T	1.0	85	200	D7	1152	9.5	5.0
Beats	$22,490	L3T	1.0	85	200	M6	1116	9.5	5.1
Beats	$24,990	L3T	1.0	85	200	M6	1116	9.5	5.1
GTI	$30,990	L4T	2.0	147	320	D7	1285	-	6.1

Golf

The R Grid finally steps out of the GTI's shadow, but the news is all good across the range. Still the daddy in hatch world

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
110TSI Trendline	$24,990	L4T	1.4	110	250	M6	1209	9.1	5.3
110TSI Trendline	$27,490	L4T	1.4	110	250	D7	1233	9.1	5.1
110TSI Comfortline	$29,750	L4T	1.4	110	250	D7	1233	9.1	5.1
110TSI Highline	$35,990	L4T	1.4	110	250	D7	1265	8.3	8.5
GTI	$45,490	L4T	2.0	169	3350	D6	–	–	–
R Grid Edition	$47,490	L4T	2.0	213	380	M6	1429	5.1	7.1
R Grid Edition	$49,990	L4T	2.0	213	380	D7	1448	5.0	6.9
R	$56,490	L4T	2.0	213	380	D7	1495	*5.0*	6.9

Golf Wagon

The Golf R wagon might just be the ultimate sleeper. Great combo of pace and space. Know where we can get some 18-inch steelies?

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
110TSI Trendline	$28,990	L4T	1.4	110	250	D7	1312	9.5	5.2
110TSI Comfortline	$31,250	L4T	1.4	110	250	D7	1312	9.5	5.2
110TSI Highline	$37,490	L4T	1.4	110	250	D7	1312	8.6	5.1
R	$58,490	L4T	2.0	213	380	D7	1476	5.2	7.1

Golf Alltrack

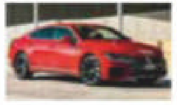
Versatile load lugger that gains prominence with deletion of five-seat Tiguan. You'll need the range-topping diesel to tow, though

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
132TSI	$35,250	L4T	1.8	132	280	D6	1491	7.8	6.8
132TSI Premium	$39,490	L4T	1.8	132	280	D6	1491	7.8	6.8

Passat

Volkswagen's quiet achiever just goes from strength to strength. Just needs a version with more grunt to round out the range

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
132TSI	$36,790	L4T	1.8	132	250	D7	1450	7.9	6.0
132TSI wagon	$38,790	L4T	1.8	132	250	D7	1483	8.1	6.0
132TSI Comfortline	$42,790	L4T	1.8	132	250	D7	1450	*7.7*	6.0
132TSI C'line wagon	$44,790	L4T	1.8	132	250	D7	1483	8.1	6.0
206TSI R-line wagon	$61,290	L4T	2.0	206	350	D6	1639	5.7	7.4
140TDI Alltrack	$51,290	L4TD	2.0	140	400	D6	1671	8.0	5.4
Wolfsburg Alltrack	$54,990	L4TD	2.0	140	400	D6	1671	8.0	5.4



Arteon

Cracking styling, mighty front end, AWD traction and great damping. Left Stinger GT and Commo SS-V for dead in twisties

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
206TSI R-Line	$66,290	L4T	2.0	206	350	D6	1716	*5.4*	10.1

Tiguan

Previously dumpy Tiguan now sleeker, sassier and more spacious. Pricing creeps north but still a long way shy of a Touareg or even a Q5.

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
132TSI Comfortline	$42,490	L4T	2.0	132	320	D7	1600	7.5	7.5
162TSI Highline	$49,490	L4T	2.0	162	350	D7	1637	6.5	8.1
162TSI Wolfsburg	$55,490	L4T	2.0	162	350	D7	-	6.5	8.1

Tiguan Allspace

Big boot, small back row in seven-seat superstretch. Modest markup over Tiguan five seater makes 110TDI AWD model the go

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
110TSI Comfortline	$40,490	L4T	1.4	110	250	26	-	9.5	6.6
132TSI Comfortline	$45,490	L4T	2.0	132	320	S7	-	8.2	7.9
110TDI Comfortline	$46,990	L4TD	2.0	110	340	S7	-	9.9	6.1
162TSI Highline	$52,990	L4T	2.0	162	350	S7	-	6.8	8.3
140TDI Highline	$54,490	L4TD	2.0	140	400	S7	-	8.6	6.0

Touareg

The Touareg still stacks up reasonably well but the sexy 2019 replacement will undoubtedly be worth the wait. Easy on the trigger finger

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
	$74,990	V6TD	3.0	150	450	A8	2146	8.5	7.2
V6 TDI	$85,490	V6TD	3.0	180	550	A8	2159	7.6	7.4
V8 TDI R-Line	$116,300	V8TTD	4.1	250	800	A8	2287	5.8	9.2

Caddy

Doughty load lugger with a decent slug of torque. Ride quality's better than you'd guess given its antediluvian leaf springs

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
TSI220 Trendline	$32,890	L4T	1.4	92	220	A7	1148	–	6.0
TSI220 Maxi T'line	$35,390	L4T	1.4	92	220	A7	1555	–	6.0
TSI220 Maxi C'line	$38,390	L4T	1.4	92	220	A7	1586	–	6.0

Caravelle

If you have eight close friends or are just really bad at contraception, this is one of the finest choices available to you. Tons of room all over

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
TDI340 LWB	$51,490	L4TD	2.0	103	340	D7	1857	–	7.7

Multivan

VW's fun bus is cool enough to shake off any incipient Griswold vibes. The interiors are a piece of work, but 80 grand? Really?

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
C'line TDI340 SWB	$52,990	L4TD	2.0	103	340	D7	2174	*13.4*	7.7
C'line TDI340 LWB	$57,990	L4TD	2.0	103	340	D7	2238	–	7.7
Highline TDI450	$79,890	L4TTD	2.0	150	450	D7	2303	–	6.5
H'line TDI450 4Mot'	$83,390	L4TTD	2.0	150	450	D7	2413	–	6.8
Executive TDI450	$83,390	L4TTD	2.0	150	450	D7	2332	–	6.5

Amarok

The thinking-person's dual-cab, with powerhouse V6 option, eight ratios, constant AWD, and unmatched refinement in class

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
TDI400 Core	$43,990	L4TD	2.0	132	400	M6	1873	–	8.0
TDI420 Core	$46,990	L4TD	2.0	132	420	A	1873	–	8.4
TDI420 Core Plus	$47,990	L4TD	2.0	132	420	A	1978	–	8.4
TDI550 Core	$51,990	V6TD	3.0	165	550	A8	2091	–	9.0
Sportline 550	$55,990	V6TD	3.0	165	550	A8	2078	–	9.0
Highline 550	$60,490	V6TD	3.0	165	550	A8	2169	–	9.0
Ultimate 550	$68,490	V6TD	3.0	165	550	A8	0003	–	9.0
Ultimate 580	$71,990	V6TD	3.0	165	550	A8	2196	–	8.9

Volvo

3 years/unlimited

V40

Serves as a reminder of just how far the rest of the Volvo range has progressed. Terrible ride and cramped rear. Don't bother

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
T3 Momentum	$37,990	L4T	1.5	112	250	A6	1536	8.3	5.6
D2 Momentum	$39,990	L4TD	2.0	88	280	A6	1578	12.1	4.1
T4 Inscription	$43,990	L4T	2.0	140	300	A6	1558	6.9	5.6
D4 Inscription	$45,990	L4TTD	2.0	147	440	A8	1561	7.1	4.5
T5 R-Design	$49,990	L4T	2.0	180	350	A8	1580	6.3	6.1

S90

If the usual German suspects are a little too thrusting, the S90 offers a cerebral but not inexpensive alternative. With less thrust

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
T5 Momentum	$81,400	L4T	2.0	187	350	A8	1838	6.8	6.7
D4 Momentum	$83,900	L4TD	2.0	140	400	A8	1872	8.2	4.7
D5 Inscription	$98,400	L4TTD	2.0	173	480	A8	1945	7.0	5.1
T6 Inscription	$100,400	L4ST	2.0	235	400	A8	1915	5.9	7.5
T6 R-Design	$102,400	L4ST	2.0	235	400	A8	1843	5.8	7.5

V90

Stands comparison with the very best of Volvo's wagon back catalogue. Do choose the smallest wheels and air suspension, though

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
D5 Inscription C'Ctry	$101,400	L4TT	2.0	173	480	A8	1894	–	5.7
2.0i-S	$35,240	F4	2.0	115	196	C	1445	10.7	7.5

XC40

Car of the Year 2019 is a small SUV that punches a long way above its weight. Peppy T5 feels like a hot hatch on stilts. Lovely

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
T4 Momentum	$44,990	L4T	2.0	140	300	A8	1631	8.4	8.8
T4 Inscription	$50,990	L4T	2.0	140	300	A8	1705	8.5	8.8
T5 R-Design	$55,990	L4T	2.0	185	350	A8	1710	*7.2*	7.7

XC60

2018 might have been the easiest COTY decision of the past decade. The XC60 remains the standout choice in its class

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
D4 Momentum	$61,990	L4TD	2.0	140	400	A8	–	8.4	5.4
T5 Momentum	$64,990	L4T	2.0	187	350	A8	–	6.8	7.8
D4 Inscription	$68,990	L4TD	2.0	140	400	A8	–	8.4	5.4
T5 Inscription	$71,990	L4T	2.0	187	350	A8	–	6.8	7.8
D5 R-Design	$75,990	L4TTD	2.0	173	480	A8	–	7.2	5.6
T6 R-Design	$78,990	L4ST	2.0	235	400	A8	–	5.9	8.0
T8 R-Design	$92,990	L4STH	2.0	300	640	A8	–	5.3	2.1

XC90

The seven-seat XC90 offers a gentle, considered take on the large SUV. As with XC60, optional air springs are a must

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.
D5 Momentum	$93,900	L4TTD	2.0	165	470	A8	1970	7.8	5.9
T6 Momentum	$96,900	L4ST	2.0	235	400	A8	1965	6.5	8.5
D5 Inscription	$99,900	L4TTD	2.0	165	470	A8	1970	7.8	5.9
D5 R-Design	$101,900	L4TTD	2.0	165	470	A8	1970	7.8	5.9
T6 Inscription	$102,900	L4ST	2.0	235	400	A8	1965	6.5	8.5
T6 R-Design	$104,900	L4ST	2.0	246	440	A8	1965	6.5	8.5
T8 Inscription	$122,900	L4STH	2.0	300	640	A8	2296	5.6	2.1
T8 R-Design	$124,900	L4STH	2.0	300	640	A8	2296	5.6	2.1
T8 4 Seat R-Design	$174,200	L4STH	2.0	300	640	A8	2296	5.6	2.1

wheels

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Published by Bauer Trader Media, part of the Bauer Media Group,
ABN 18 053 273 546, 54-58 Park Street, Sydney, NSW 2000.
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ISSN: 0043-4779.
Printed by Ovato, 31-35 Heathcote Road, Moorebank,
NSW 2170. (02) 9828 1350

1977

HONDA

Accord

WORDS **MICHAEL STAHL**

CVCC
ACCORD
1800

Hitting the big time

THE ACCORD WAS HONDA'S LARGEST CAR TO DATE, AND ITS BRAND IMPACT WAS HUGE

PEAK OIL? Try peak stupid. As with acid rain, the Millennium Bug and, well, your guess what comes next, the outrage industry has been very silent on this issue that, not long ago, spelled the beginning of the end of civilisation. Around 10 years ago, several expert authorities predicted that the world's oil reserves would be in terminal decline by around 2014-'15. The inconvenient truth is that 2017's production of 92.65 million barrels per day marked a new world record, and the eighth consecutive year of increased production.

Still, peak oil has been giving the panic-prone something to believe in at least since the OPEC oil crisis of 1973-'74. This political embargo put a sharp focus on oil dependence, especially in the US, where a quadrupling of petrol prices in just 12 months would devastate Detroit and its "gas-guzzlers".

Americans turned to small, fuel-efficient Japanese cars, exemplified by the Honda Civic. It had a formula of packaging, build quality, value and importantly, efficiency, through its 'CVCC' (Compound Vortex Controlled Combustion) four-cylinder engine, whose lean-burning, 12-valve design also met new emissions laws without a catalytic converter. By the end of 1975, the Civic's annual sales in the US had almost tripled.

Honda followed that success in 1976 (1977 in Australia) with its largest model to date, the medium-sized Accord – the name said to represent Honda's efforts to achieve accord between society and the automobile. Completely designed in Japan, the three-door Accord (a sedan followed in 1978) was as stylish as it was practical, with a handsome, four-headlight frontal treatment, a taut body shape with liftback tail and an airy, light-filled interior.

Indeed, in naming the Accord the 1977 Car of the Year – the first Japanese car to lift the honour – *Wheels* described its design as "one of the most astute marketing exercises in the history of the car … not a sedan or a coupe, not a station wagon or even a hatchback, but … a clever combination of all four."

Australian Accords eschewed CVCC for a 1.6-litre, eight-valve unit. In its driving, as in its quality and equipment, the Accord was perceived as being more European than Japanese. Its admirably light weight made it fast and fun, and it was more than competitively priced ($6349 for a five-speed at launch in 1977, versus $6299 for an Australian-assembled, four-speed VW Golf GLS).

On the heels of excellent eccentrics like the S600, air-cooled 1300 Coupe and the brilliant Civic, the Accord reinforced Honda's reputation as a truly innovative mainstream manufacturer.

IN DETAIL

4145
MM, OVERALL LENGTH

1982
ACCORD BECOMES FIRST JAPANESE CAR TO BE BUILT IN THE US

18
SECONDS 0-400m

ACCORDS SOLD SINCE 1976
17M

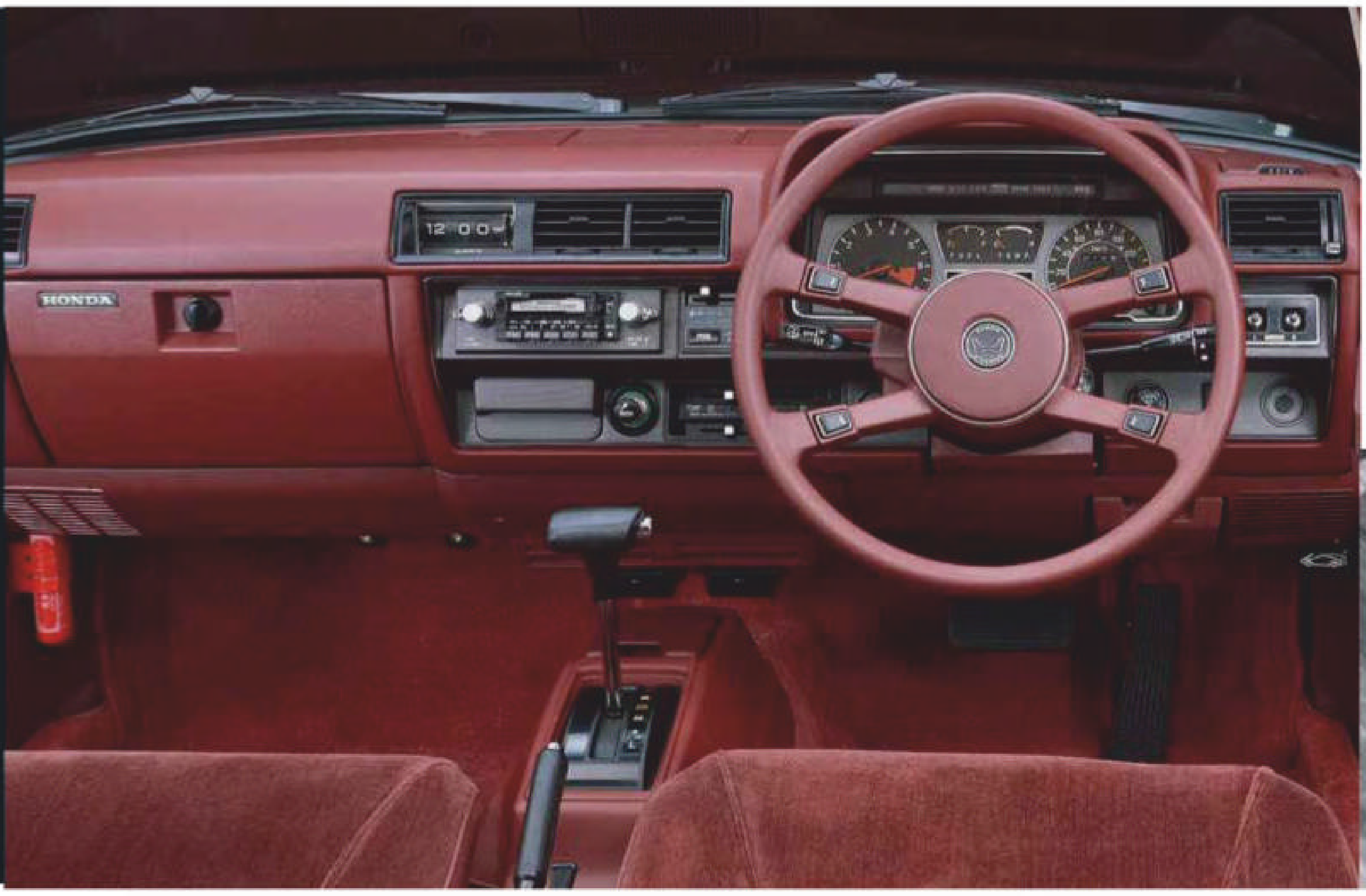
915
KILOGRAMS

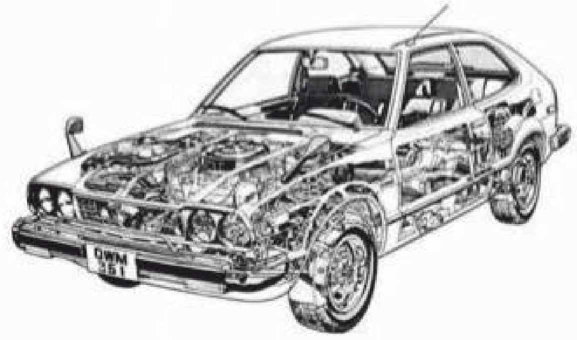
THE RIGHT STUFF

Honda's 'big Civic' didn't skimp on spec, with struts and coil springs at each corner and rack-and-pinion steering. Australian Accords displaced 1599cc with an sohc eight-valve cylinder head, fed by a Keihin two-barrel carb. Lively and free-revving, it made 60kW and 124Nm, for 0-100km/h in 11.8 seconds and 400 metres in 18, via a five-speed manual (a two-speed Hondamatic took rather longer).

CROSS OF VELOUR

What Crystal Cylinders shirts were to fashion in 1977, tan, blue or burgundy velour was to car interiors. The Accord was extremely well equipped, with rich carpet, tacho, AM/FM radio, quartz clock, folding rear seat, hinged rear windows, and rear window washer-wiper. Aussies learned about 'surprise and delight' via the Accord's day/night interior mirror, coin tray (for toll booths), and service reminder lights.





Next issue

TUCKER TORPEDO

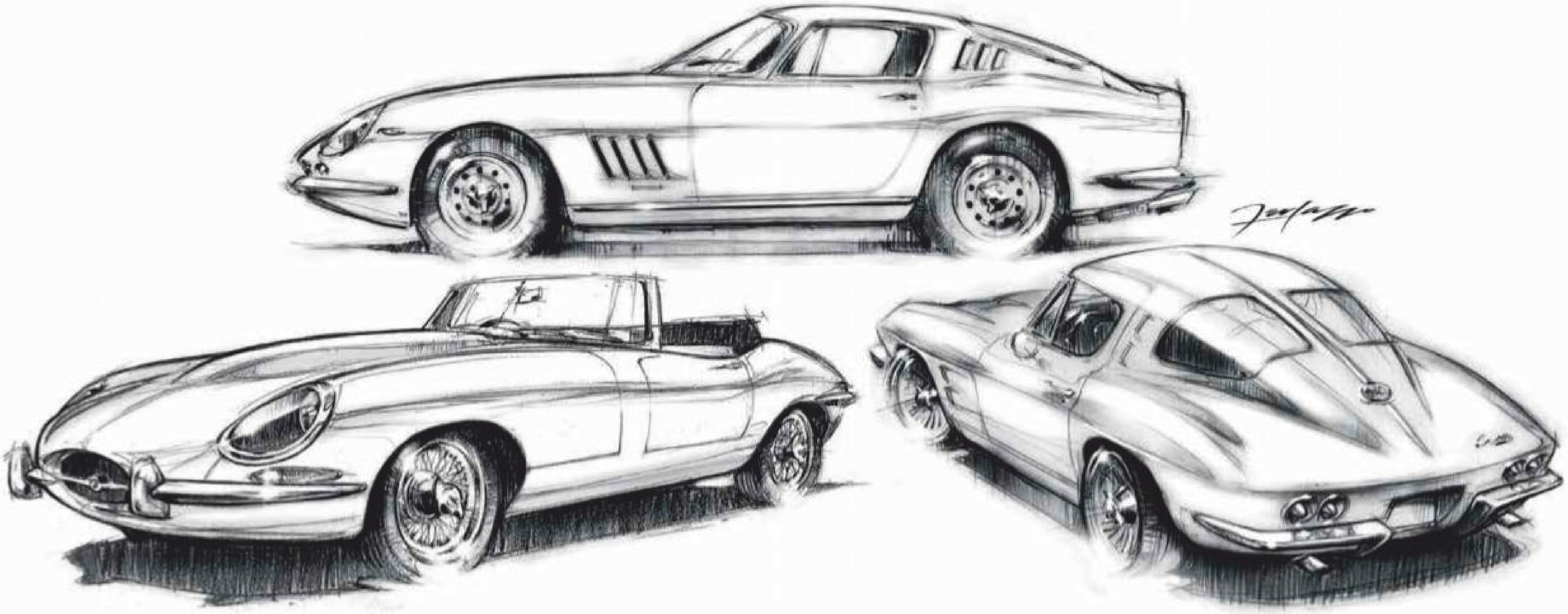
THE RISE AND FALL OF PRESTON TUCKER'S ILL-STARRED VISION

RICHARD FERLAZZO'S

Three Wishes

HOLDEN'S DESIGN CHIEF AND CREATOR OF THE EFIJY CONCEPT REVEALS – AND DRAWS – THE CARS HE'D PARK IN HIS GARAGE

DREAM CARS



JAGUAR E-TYPE ROADSTER

"The quintessential British sports car. Absurdly long engine hood, over-bodied and narrow-tracked over skinny tyres, yet it works perfectly. It exudes poise and potency. Sure, it's more common than some other exotics but familiarity should not detract from its significance. I think it's glorious from every angle. Truly sublime."

FERRARI 275 GTB

"So many beautiful Ferraris to choose from, but I've always held a fascination for the 275. A full-bodied, curvaceous Grand Tourer with a powerful hood and bulging haunches over the rear wheels that clearly announce its singular reason for being. Ridiculously expensive and probably impossible to live with, but hypnotic just to look upon."

C2 CORVETTE STING RAY

"Arguably one of GM's finest works, the C2 Corvette exemplifies all that was great about American styling from the halcyon days of the 1960s. Muscular and purposeful, yet not overt. Sculptural blister shapes over the wheelarches, flip-up headlamps and iconic split rear window made it truly distinctive. Oh, and a big V8."

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